SEPTEMBER, 1959

THE Signalman's JOURNAL

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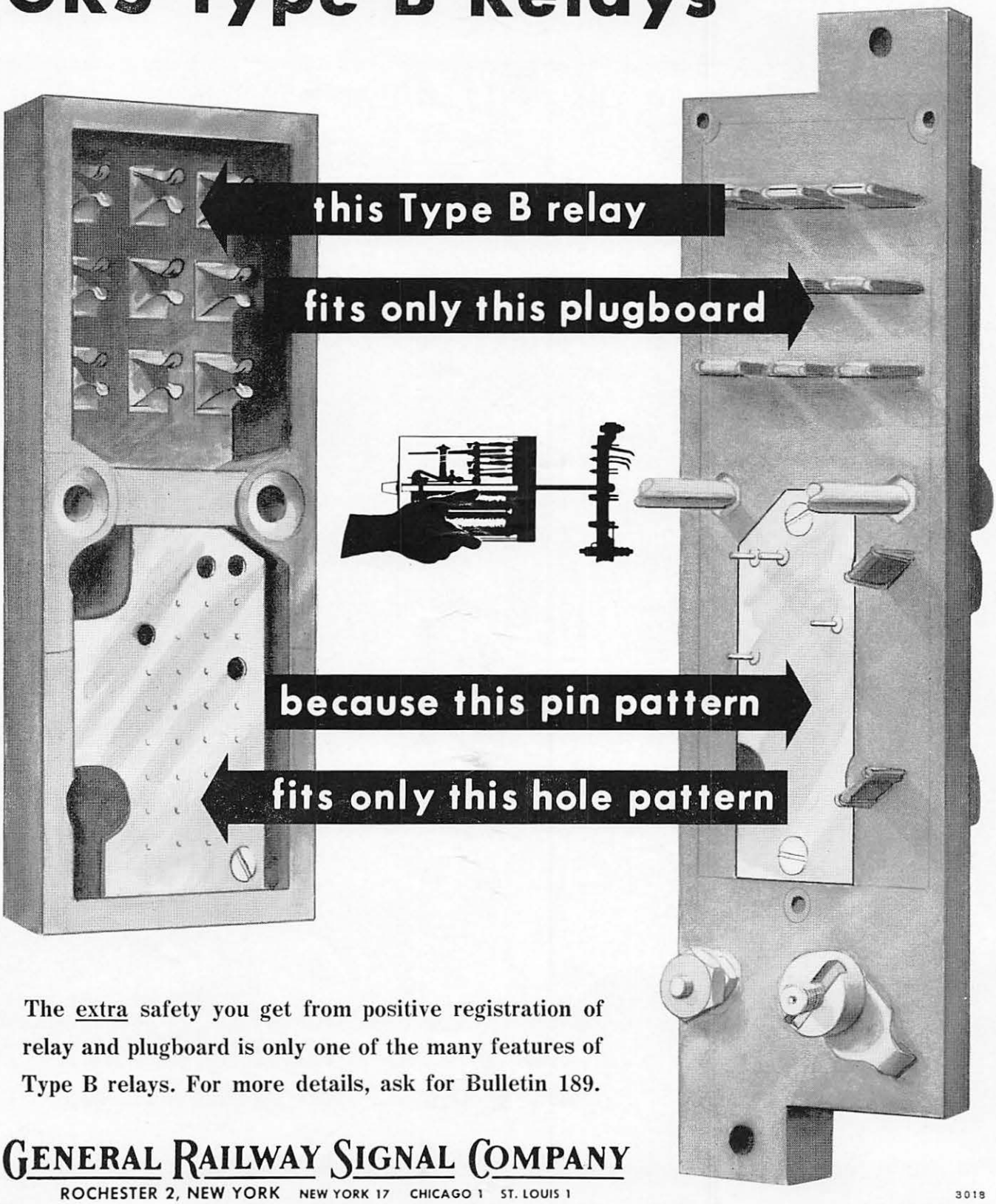

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
2247 Lawrence Ave., Chicago 25, Ill.

SEPTEMBER, 1959

Vol. 40, No. 9

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'Non-ops' Move for Wage Increase and Improved Health and Welfare Benefits

IN A CONCERTED NATIONAL MOVE with ten other non-operating railroad unions, our Brotherhood this month served notice on the nation's railroads for a wage increase of 25 cents an hour and more liberal health and welfare benefits. The notice also proposes that the cost-of-living escalator clause be canceled and cost-of-living adjustments made through Nov. 1, 1959 be incorporated in the basic rates of pay.

Formal notices served on each carrier by our general chairmen on September 1 asked that the wage increase be made effective beginning Nov. 1, 1959.

Participating in the move, in addition to our Brotherhood, are these rail unions: Machinists; Boilermakers-Blacksmiths; Sheet Metal Workers; Electrical Workers; Carmen; Firemen and Oilers; Clerks; Maintenance - of - Way Employes; Telegraphers and Hotel and Restaurant Employes (for dining car workers).

Notices filed by our general chairmen asked the carriers for conferences on the request as soon as possible, but no later than 30 days after September 1.

On the assumption that it will not be possible to reach an agreement on individual carriers, the general chairmen advised the carriers that the cooperating rail unions have established an Employes' National Conference Committee, composed of the chief executives of the 11 unions, which is authorized to negotiate the proposals with a similar committee representing the carriers. The railroads were requested to establish such a committee to dispose of the issues on a national basis. National moves by the "non-ops" have been handled in this manner for the past 28 years.

Carriers Able to Pay

President Jesse Clark of our Brotherhood said "Signalmen and other non-operating employes are entitled to the wage increase and enlarged health and welfare benefits asked for in the September 1 notice. Wages in the rail industry have lagged far behind wages and benefits received by employes in other industries," he pointed out.

Clark continued: "The carriers' income for the first five months of 1959 is triple the amount reported for the same period in 1958. Figures released by the Association of American Railroads show that the carriers earned $233 million in the period from January 1 to May 31 of this year."

President Clark also cited that recent studies conducted by the Railway Labor Executives' Association show that railroad workers are among the most productive workers in the world. The studies made to refute the carriers' charges that rail employes are engaged in "featherbedding" practices showed without exception that production per man hour worked by rail employes has greatly increased.

Here briefly is an outline of the benefits requested in the notice served on the carriers by the non-operating rail unions on September 1:

Health and Welfare Plan

- To secure the same hospital, surgical and medical benefits for the employe's beneficiaries as are provided for employes under Travelers Group Policy Contract No. GA-23000, except for home and office calls.
- To continue the protection of furloughed employes and their dependents for three months after their benefits would expire under present agreements, provided the employe retains an employment relationship with the employer during such period.
- To require employers, specifically and separately from the payment of insurance or hospital association dues, to assume the cost of benefits provided by reason of occupational diseases and injuries arising out of or in the course of employment.
- To require the employers to make monthly payments sufficient to carry the full cost of the insured plan through the next two policy contract years and to require a corresponding increase in the amount of hospital association dues to be paid by the hospital association railroads. In addition, it is proposed that group life insurance be added to the plan insuring each employe in the amount of the full-time annual earnings of his highest rated position, with a maximum of $5,000.

Wages

- Effective Nov. 2, 1959, the cost-of-living adjustment clause contained in the Nov. 1, 1956 agreement between the carriers and the 11 co-operating rail unions shall be canceled and adjustments made under the cost-of-living escalator clause, including the adjustment to be made on Nov. 1, 1959, shall be included in the basic rates of pay.
- After the inclusion in the basic rates of the cost-of-living adjustments as outlined above, all resulting rates of pay shall be increased, effective Nov. 1, 1959, 25 cents an hour. This increase shall be applied to all types of rates so as to give effect to the requested increase of 25 cents an hour.

It was the clear intention and understanding of all parties that the restrictions contained in the so-called moratorium provision of Nov. 1, 1956 agreement would automatically expire Oct. 31, 1959. However, there are some indications that certain carriers might seek to confuse the issue by contending otherwise. Therefore, the letter of notice served September 1 contained a notice to cancel the "moratorium" clause effective Oct. 31, 1959.

President Clark said: "We are complying with the directives of our members in requesting these increased benefits. They are completely justified and long overdue. We are only asking for what we feel will guarantee our people a measure of equity with workers in outside industries."

The 11 rail unions cooperating in the current move are the same group which successfully worked together to secure the Nov. 1, 1956 agreement which has resulted in improved wages and other benefits for our members during the past three years.

A Prayer

Give us, dear Lord, a bit of sun
A bit of work and a bit of fun;
Give us all in the struggle and splutter
Our daily bread and a bit o' butter;
Give us, dear Lord, a chance to be
Our very best—brave, wise and free;
To do our best for ourselves and others
Till all men learn to live as brothers.

Work Limitations on Railroad Retirement Beneficiaries

UNDER CERTAIN CONDITIONS, retirement and survivor annuities under the Railroad Retirement Act are not paid to beneficiaries who work for pay. It is important that beneficiaries understand these conditions to avoid losing benefits. The following questions and answers explain the more common situations under which monthly benefits may be withheld.

1. *I retired from my regular railroad job last year at age 65. Recently, I had an opportunity to go to work part-time for another railroad. If I take the job, will I continue to receive my annuity?*

No. Your annuity will be suspended for each month you work for a railroad, regardless of whether you work part- or full-time. Under the law, an employe may not draw his annuity for any month in which he works for any employer covered by the Railroad Retirement Act or his last nonrailroad employer.

2. *When I retired at age 65, I had to quit my job as salesman in a department store. I have been offered a job as watchman for the same store. Would it affect my annuity if I took this job?*

Yes. Since the store was your last nonrailroad employer before you retired, your annuity will be suspended for any month you work for it.

3. *I work for a railroad and operate my own business as well. After I retire from railroad service, will my annuity be withheld if I continue to operate my own business?*

No. If you have a business of your own (as sole owner or partner), you may still receive your retirement annuity. (But see Q. 6).

4. *As long as I do not work for a railroad or my last nonrailroad employer, can I accept a full-time job after I have retired without forfeiting my annuity?*

Yes. You can take any other kind of employment. (But see Q. 6.)

5. *My wife receives a spouse annuity based on my annuity. Will her annuity be affected if she goes to work?*

Yes. Her annuity is not payable for any month in which she works for a railroad or her last nonrailroad employer. In addition, her annuity is not payable for any month in which your annuity is withheld.

Accident Facts

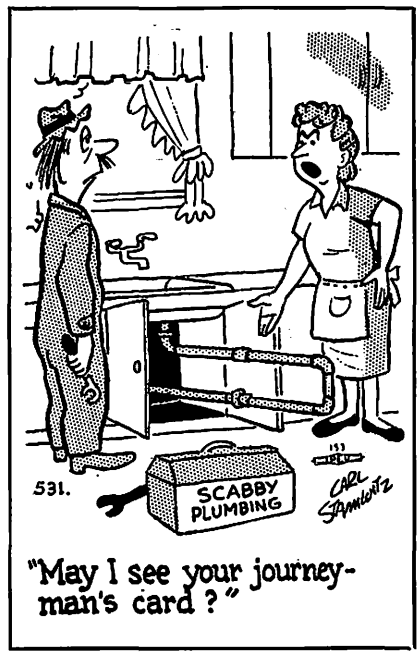
More workers are killed in accidents off the job than on. National Safety Council says 31,800 workers die each year off the job; 14,200 die in on-the-job accidents.

6. *My retirement annuity was computed under the social security minimum guaranty. Am I subject to any special work restrictions?*

Yes, if you are under age 72. Retired employes or wives whose annuities were computed under the social security formula may have their annuities reduced to the amount payable under the railroad formulas for one or more months if they earn more than $1,200 a year in employment or self-employment. Beneficiaries aged 72 or older are not subject to these restrictions.

7. *I was disabled for work in my regular railroad job, but I now have a chance to accept part-time work that is not too strenuous. If I work, will my annuity be suspended?*

As in the case of age annuities, disability annuities are also suspended for any month in which the annuitant works in the railroad industry or for his last nonrailroad employer. If you are under age 65 and work in any other kind of employment, you will lose a month's annuity for each month in which you earn more than $100. Also, your annuity may be withheld for one or more additional months if you fail to report such earnings promptly to the Board. However, if your total earnings in a calendar year (not counting earnings in the service of a railroad or last nonrailroad employer) are not more than $1,200, any annuity payments which have been withheld may be paid at the end of the year.



"May I see your journeyman's card ?"

8. *For the last few years, I have been getting a widow's annuity under the Railroad Retirement Act. However, a few weeks ago I took a job, which is not in the railroad industry. Will my earnings affect the annuity?*

If you earn more than $1,200, your annuity will be suspended one month for each $80, or part of $80, you earn over $1,200 in a taxable year. However, it will not be suspended for any month you did not earn more than $100 or, if you are self-employed, did not perform substantial services. These restrictions only apply if you are under age 72. In addition, your annuity is suspended for any month in which you work for a railroad or your last nonrailroad employer.

9. *Would my widow's annuity and the annuities of my two children be affected if I go back to my old job with the accounting department of a railroad?*

Your own annuity would not be paid for any month in which you worked for a railroad employer, regardless of how little you earned; however, your children would continue to receive their annuities.

10. *How is a survivor annuity affected by work outside the United States?*

Beginning with 1959, the work restrictions are the same as if the survivor beneficiary were working in the United States. That is, a survivor may earn up to $1,200 a year in nonrailroad employment without loss of benefits.

On Our Cover

Rugged Pacific Northwest Maintenance Section Poses Many Problems for S. P. & S. Maintainer

By Donald Sims

YOU WON'T FIND MANY SIGNALMEN on the Spokane, Portland & Seattle Railway who can boast of their seniority. Right up to the close of World War II the closest thing that this railroad had to a signal system was ten miles of double track semaphore signals, three drawbridge interlockings, and a few scattered fence and tunnel signals. But today, its principal main line, a 379 mile single track between Portland and Spokane, Washington is completely protected by automatic block signals.

The decision to install signals on the S. P. & S. after the war was to have an effect on Charles Coleman, though he was unaware of this effect upon his future. Presently, that "future" is a 37-mile piece of the northwest railroad's main line, a section that headquarters in the mid-state city of Pasco, Wash. on track that doesn't even belong to the S. P. & S. To understand why Brother Coleman starts to work on Northern Pacific's main line, it's necessary to understand his employer's background.

Northern Pacific and the Great Northern Railway jointly own the 935 mile S. P. & S. system, using it and being used by it to serve many communities in Oregon and Washington. Pasco is an important cog in the S. P. & S.-N. P. wheel, being the principal interchange point between them. The S. P. & S. meets the Great Northern farther east at Spokane. An up-to-date push-button freight classification yard is located at Pasco and is used by both the S. P. & S. and the Northern Pacific. In bisecting Pasco, the smaller railroad's trains utilize Northern Pacific roadbed for about two miles in either direction from Coleman's section house. This central location is better for the former road's maintainer because much of his territory is spread along sparsely-populated banks of the Columbia and Snake rivers.

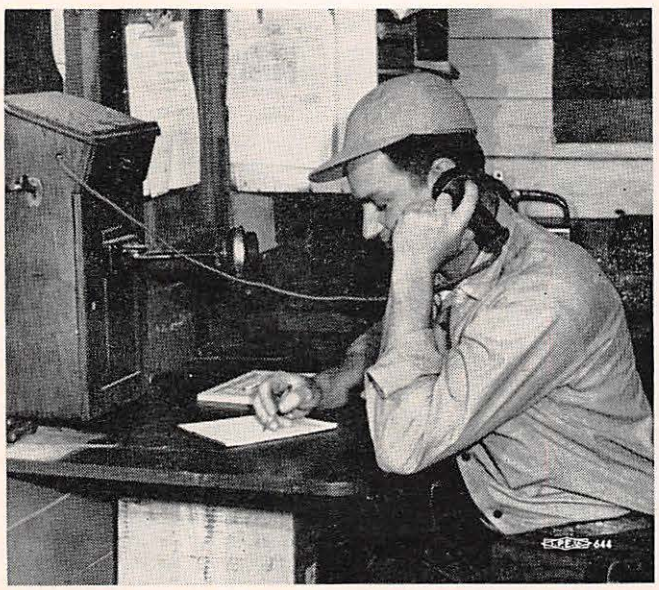
A small but important item to this northwest road's signalman is its favorable location along the banks of these rivers. James J. Hill, the railroad tycoon who built much of the territory's railroad mileage, deliberately planned it that way to take advantage of as much winter as possible, keeping ice and snow problems to a minimum.

Coleman got in on the start of the Spokane, Portland & Seattle's signal campaign because of his experience with General Railway Signal Co., supplier of the equipment. He started with GRS in 1945, helping to install block signals along the first, second, and third subdivisions which comprise the main line. When this was completed Brother Coleman worked south, helping install signals along a rugged 151 miles of railroad which originally was the Oregon Trunk Railway.

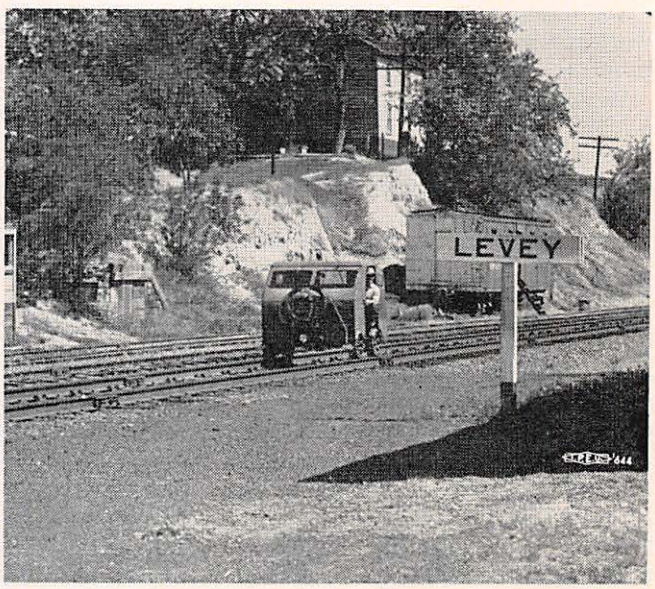
Charley's seniority dates back to January 1947, and there are but few who can claim an earlier date in signal maintaining on this carrier.

You wouldn't guess it from his drawl—because he doesn't have one—but Charles Coleman is a Texan by birth and it was pure accident that he happened to be in the northwest just when the signal equipment manufacturer was looking for assistance. This chance meeting provided the background he needed to hire out as a maintainer.

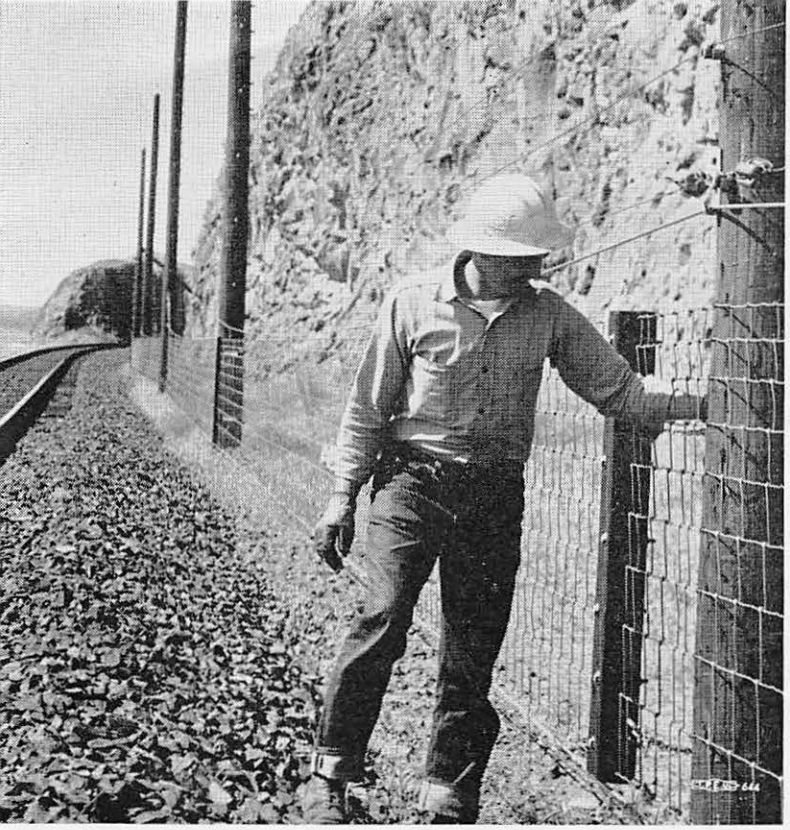
To get out of Pasco and onto his section, Brother Coleman first has to gain permission from the Northern Pacific dispatcher, which means a short jaunt to the passenger depot for a line-up. Once cleared here, he contacts his own DS by telephone. In addition to road



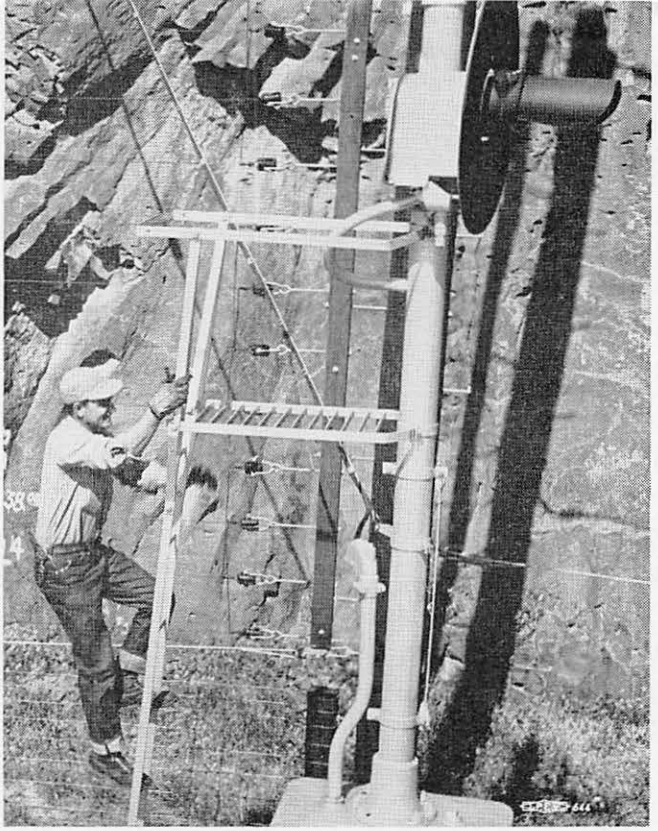
Double check . . . Coleman has to check with two railroads before venturing out on his territory. Here he talks to SP&S DS in Portland.



After getting the "all clear" from Northern Pacific and SP&S dispatchers, Brother Coleman heads down main line past Levey.



Coleman's daily routine always includes checking the slide detector fences on his section. Helmet is worn by him as a safety precaution.



Close clearance for this signal is typical of much of Brother Coleman's territory where there are slide fence installations.

trains, quite a few switching cuts from the nearby retarder yard use the same track which Coleman must navigate on the way to his own roadbed. West of his section house is a single tracked steel bridge, almost a mile long, which carries traffic of two railroads across the mighty Columbia river. Immediately across the river from Pasco is S. P. & S. junction, where that road's steel trail branches off and follows the river. Here Brother Coleman's territory begins.

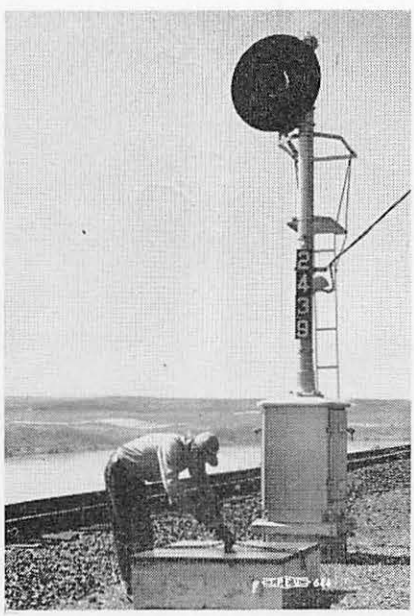
Of Coleman's two split sections, trackage along the Columbia's bank represents the smaller section. It runs for approximately 15 miles from the junction, ending at the west end switch of Yellepit siding, milepost 215.8.

At Yellepit, Coleman is treading on historic ground, the site being named for an Indian Chief who exchanged greetings with Lewis & Clark there, in 1805.

Both parts of the Pasco section are single track. The western segment carries slightly more than the eastern part, primarily because much of the S. P. & S.'s movements either originate at or are destined to the Northern Pacific retarder facility.

Generally speaking, the track west of town is mostly in open country and is characterized by long sweeping curves, a configuration typical of S. P. & S. roadbed along the second sub-division which extends from Wishram to Pasco. There's very little of this section protected by slide fences, the longest being a 400-foot piece near milepost 217. It's the eastern section of Charlie Coleman's territory that calls for close attention.

During a 24 hour period there are six scheduled passenger runs plus two carded freight runs and an average of four extra through-freights across the west end. East of Pasco, where the third district rails start, the passenger runs drop off to a total of four, and scheduled freights drop to two. Most of the first-class traffic moves at night, causing little concern to a maintainer. The exception is Nos. 5 and 6—a local which comes up from Portland and reverses itself at Pasco in the early afternoon. The N. P. runs a local freight daily out to Snake River Junction over S. P. & S. roadbed, then branches off on its own rails to Riparia.



Regular inspection of batteries keeps signals operating at peak efficiency.

Extra trains operate most frequently before noon. First-class schedules operate under a maximum 70 mph speed board on the main line, while freights must adhere to a top mark of 50 mph. With the S. P. & S. enjoying a reputation as a fast freight mover, there isn't any chance for a signalman to be slow afoot.

A gradual slope upward from Portland to Spokane characterizes this section of railroad, though it hinders today's diesels very little. Gradients west of Pasco don't exceed two-tenths of one percent, and while this figure is doubled east of town, it isn't enough to take more than a few miles an hour off a Spokane-bound train. Rail along the main line was upgraded from 112 to 115 pound at about the same time block signals were installed.

Signals along the entire railroad are of the G.R.S. type SA searchlight variety. The specifications are: d-c. with 250 ohm operating coils to a 10 volt five watt single filament lamp, and compound lens assemblies. The signal heads are

mounted to the left of the mast, and with few exceptions are 13 feet above rail tops. Most signals and instrument cases are mounted on pre-cast concrete foundations.

Three-wire polarized line circuits control the signals and include a common strand, plus one wire for each direction. Track circuits are d-c. neutral style, the average main line section being about 3500 feet long.

Commercial utility companies furnish power used on the Pasco section. The power arrives at the location at 440 volts. Then it is stepped down to the required voltage for the 35 signal locations required to control the 37 miles assigned to Brother Coleman.

Pasco has been Brother Coleman's home during most of his railroad career. His first 18 months of signal service were spent patrolling a section of railroad east of Pasco, which headquarters at Farrington. The S. P. & S. turns away from the Snake river here, bores through a half-mile tunnel to traverse Devil's Canyon, then exits from the abyss by a second tunnel of similar length.

For picturesque scenery the Farrington job is tops, but for most married men it holds few attractions. It's pretty hard for a family's distaff side to go shopping in towns boasting population figures of around 100 souls. However, the job at Pasco has proved attractive to the Colemans.

It was while working out of Farrington that the signalman was called one night to investigate the report that a body was lying on the main line. With mixed emotions,

Here Brother Coleman adjusts one of the searchlight signals on his territory.

Coleman and a section foreman set out for Burr siding, where they found an unconscious man lying on the ballast. They learned he had fallen from a freight and immediately arranged for local authorities to take the victim to a hospital.

Nine-tenths of Brother Coleman's maintenance problems originate on his longer section, and most of this is closely related to "slide detector" fences. To get to his 22 miles of railroad east of Pasco, Coleman again must rely on Northern Pacific's good graces. Ainsworth Junction, a CTC operated facility, is about two miles from his section house. This is the point where S. P. & S. trains once again operate under their own dispatcher. N. P. trains keep straight on across the Snake river bridge, while the other road's rails veer sharply left and hug the river's north bank for a scenic 40 miles.

When the N. P.'s retarder yard was first put into service, Coleman had quite a time making those two miles from the Junction to his section house. Sometimes he would wait as long as two hours because the local "op" couldn't come up with a definite figure on train movements.

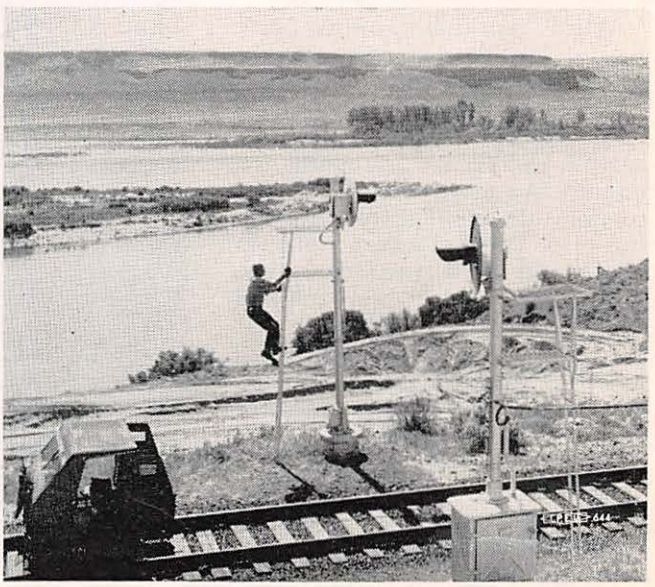
Slide Fences

The northwest road's slide fences are of three primary types—overhead installations and side wall protectors, both of which are designed to protect against falling rocks, and a fence of woven wire design, whose function is to guard a roadbed from falling rock. Combinations of various styles are tailored to fit the circumstances of each location. On the main line route between Portland and Spokane there are nearly 34 linear miles of slide detector fences. Brother Coleman's territory has a fair share of this signal hardware.

The longest slide detector fence on the Pasco section is an almost mile long stretch immediately west of Snake river siding. Then there's a half-mile section just west of Votaw siding, milepost 252. In addition to this, another mile of fence around Levey consists of several short installations.

The value of slide fences to a railroad operating in territory like the S. P. & S. can best be illustrated by an event that happened a few months ago. The culprit was a rock that measured 9 feet high and 12

Just outside Northern Pacific's retarder yard, Brother Coleman waits for SP&S train to clear before moving out.



This is the type of scenery that prevails along most of Coleman's territory. In this instance it's the east end and the Snake river.

A Spokane, Portland and Seattle freight rolls through a typical signal installation at a siding entrance.

feet long. It rolled down a hill, taking out several dozen feet of detector fence, finally coming to rest in the middle of the main line. Coleman spent quite a few hours on that job, helping to restore line wires after a section crew blasted the rock to bits. As a result of this signal protection, possible loss of life was averted and property damage was reduced to a minimum.

The S. P. & S. is particularly careful about slides, as well it may be. About five years ago a huge rock slide crashed into a diesel, hurling the engine into the swirling water of the Deschutes river. This happened on the Oregon Trunk, not on the main line, but it illustrates the need of deep concern for proper slide protective devices.

When working around slide fences, Brother Coleman wears a metal helmet similar to those worn by construction workers. This hard hat is a safety precaution against smaller rocks which frequently get loose. "It felt mighty comfortable one night while working on a pole," Brother Coleman related. "A small rock slide started, forcing me to hustle down and hug the pole until it subsided."

In bad weather—normally this is in winter months—the Pasco maintainer may be out two or three nights a week because of rock slides. Rains or heavy winds—the chief villains in this setting—start rocks rolling, although on occasion it will be a snow storm that is the culprit. This winter season doesn't last too long, however, because as a rule Pasco has a mild climate.

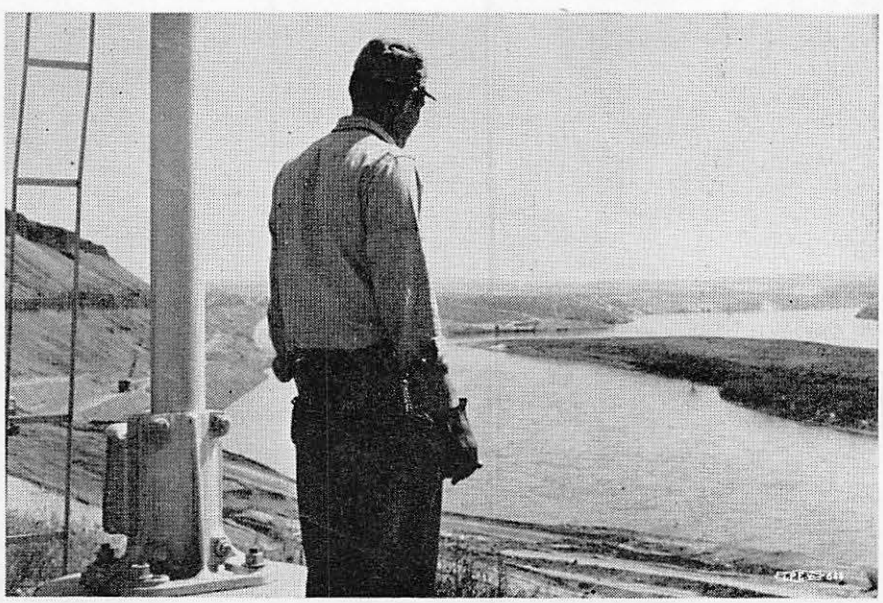
Coleman's motorcar carries a covered body all year, mostly due to the rock slide hazard. In addition, it's equipped with a small set of snow plow blades which come in handy to push aside tin cans and other paraphernalia that people seem wont to place on the rails.

S. P. & S. signalmen operate motorcars under a procedure that depends on the dispatcher and a telephone to keep abreast of train movements. The section east of Pasco is equipped with motorcar indicators but the railroad to the west is not. This is due to the east section being the more rugged of the two. Though curves are long and sweeping, there are numerous cuts where vision is obscured, and westbound trains in particular make fast time as they roll down grade into Pasco.

There are four sidings east of town. From Ainsworth they are Martindale, Levey, Votow and Snake River. The only open telegraph office on Coleman's east section is located at Snake River siding. At Snake river the Pasco district ends by a junction where N.P. trackage takes off for Riparia; S. P. & S. heads for Spokane.

Although the northwest railroad has 19 tunnels on its main line, there is none to be found on Brother Coleman's territory, a circumstance he no doubt finds to his liking. As it is, the railroad east of Pasco has quite a few blind spots where the tracks split rocky bluffs, or wind along the Snake river on gentle rolling profiles. Westbound movements in particular call for close watching as they come down hill at the top permissible speed of 50 mph.

"Sometimes I have to wonder which railroad a train is on," Charley Coleman says, describing a circumstance which finds Union Pacific trackage paralleling S. P. & S. along the south bank of the Snake river. "At Redd and just west of Snake river siding there are a couple blind spots where it's hard to tell whether an air horn is announcing a train on Union Pacific or S. P. & S. roadbed. There was a time during the age of the steam engine," he recalls, "when there would be a difference in the sound of the two road engines' whistles, but one diesel horn sounds pretty



Brother Coleman surveys the site of Ice Harbor Dam, a hydro-electric project going up on Snake River.

much like another, so there's always a split second of doubt when an unexpected air horn sounds."

These days, Coleman is involved in a federal project of sorts, though quite accidentally. Ice Harbor Dam, a large concrete structure to block the Snake river, is gradually taking form near Martindale. Some of this construction has directly affected the railroad. S. P. & S. already has relocated five miles of roadbed on higher ground. Also, a considerable amount of mobile equipment makes use of two crossings along the Pasco section. The dust kicked up from the grading operation has kept Coleman busy cleaning battery and relay cases. Despite the temporary problems encountered as a result of the construction work, this signalman doesn't feel bad about the project since he's a confirmed boating enthusiast, and the dam will even out the river's flow, making it more agreeable for year-round boating.

A current project on the Pasco section is the partial replacement of an existing pole line. The maintainer has been working with a system gang to complete this project. As used by the S. P. & S. this pole line carries both signal and telephone-telegraph circuits. The carrier's telephone circuits consist of a Western Electric Type H-1 single channel connection linking Portland and Spokane.

Note the edge of the water tank in the upper right-hand corner of this picture.

Local Lodge 188 is the scene of Charley Coleman's union activities. He has been a member of that Local for about 10 years.

Being from Texas, it's natural that Coleman should be an outdoor enthusiast, and it follows that he likes to hunt and fish. The latter is a natural for residents of Pasco, as they have two large waterways to choose from. But at the moment the apple of this signalman's eye is a brand new outboard motor boat. His favorite recreation now means an afternoon cruise along the Columbia river with his family. There are four members of the Coleman family that go along on every trip—himself, his wife Ethelynn, and two youngsters—Darcie and Paul.

When it comes to pass that Brother Coleman tires of his track motorcar, he can reach most of his section by water, though he might have a hard time explaining this mode of transportation. On the other hand, S. P. & S. puts in a lot of mileage along rivers, and if a maintainer happened to show up in a boat—well, it just might be considered a natural phenomenon.

Live a Little Longer

Do You Know Yourself

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by The Machinist **and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)**

WE ARE SAID TO HAVE good mental health when we are able to get along well with each other. Being able to take life in stride, in spite of rough going, and to carry on in good spirit, is a sign of sound adjustment to life. If we possess good will and kindness towards others—our families, our neighbors and work associates—we are mentally well adjusted.

Recently I attended a conference on mental health of people in industry. This was a group of 60 doctors and business men who were having a look at the relationships of workers and their supervisors. Several of the doctors were experts on mental problems.

Many questions were asked. Why are so many workers unhappy and discontented with their jobs? How can they be helped to understand themselves? How to convince management that something should be done to help supervisors better understand what makes the average man tick? What harm is done by continuing to work for a boss who doesn't understand us?

What can be done to help people adjust happily to authority? What are the early signs of unsatisfactory mental health on the job? Should foremen know something about giving emotional first-aid? How can we understand ourselves better and where lies the responsibility? These and many more phases of mental health were discussed.

In all of this we were told again and again that if we are to understand the other fellow, we must first *know ourselves*. Mental health problems affect all of us one way or another. Awareness of it can be incorporated into our thinking and our behavior so that we have increasing understanding of the other's point of view.

Most of us have our own worries and problems. If we take a look at the people near us we realize we don't really know them very well. We don't know why they behave as they do. We don't know the kind of families they come from, the neighborhoods they grew up in, their start in life as children, the kinds of homes they have, how they get along with their families, their dreams and ambitions. They are quite different in many respects, yet they have common interests and goals.

Sometimes at work a fellow brings his troubles from home to the job. He is really the same man in both places. It's hard to forget about his misunderstanding with his wife, or to stop worrying about a sick child. Sometimes a change in work takes place, there's a misunderstanding about it, sometimes —well, all kinds of things happen that bother people.

To understand all these things means, as I've said before, that we must start with ourselves. When we understand our own worries and hostilities, our temper flare-ups, our highs and lows, then we can much better adjust to the strange behavior of others. It also helps us to know where we fit into our groups, and how we can improve our relationships with others. We need to understand living.

Statement of Receipts and Disbursements of Grand Lodge for Fiscal Year Ended June 30

The Labor-Management Relations Act of 1947 provides that before a labor organization may use the services of the National Labor Relations Board it must file certain information with the Secretary of Labor and the National Labor Relations Board.

Among the items which must be filed with the Secretary of Labor and the N.L.R.B. is statement of all receipts and disbursements made by the labor organization. The Act also provides that a copy of the financial report filed with the Secretary of Labor and the N.L.R.B. must be furnished each member of the organization filing the report. The following report of receipts and disbursements of our Brotherhood has been filed with the proper authorities so that our organization may comply with the Act and thus be entitled to the services of the N.L.R.B.

This report also complies with Article 1, Section 59 of our Brotherhood's Constitution which requires that a Grand Lodge financial report be furnished annually to each Subordinate Lodge.

LABOR ORGANIZATION FINANCIAL REPORT

Statement of All Receipts and Disbursements for the Fiscal Year Beginning July 1, 1958 and Ending June 30, 1959

Line			
1.	CASH BALANCE AT THE BEGINNING OF THE FISCAL YEAR		$129,149.92
	Add:		
	CASH RECEIPTS		
2.	Dues (or per capita tax from affiliates)	$287,956.60	
3.	Fees excluding work permits	1,057.50	
4.	Work permits		
5.	Fines		
6.	Assessments	10.00	
7.	Income from investments (Dividends, Interest, etc.)	2,276.62	
8.	Receipts from sale of assets (Itemize in Schedule A)	76,180.00	
9.	Receipts from sale of supplies (labels, buttons, etc.)	3,376.35	
	Other Receipts		
10.	From members	4,417.20	
11.	From affiliated organizations	1,055.00	
12.	From repayment of advances or loans (Itemize in Schedule B advances or loans to officers or staff)		
13.	From other sources (Itemize in Schedule D)	17,765.65	
14.	TOTAL CASH RECEIPTS (Sum of Lines 2 through 13)		$394,094.92
15.	TOTAL CASH ACCOUNTABILITY (Sum of Lines 1 and 14)		$523,244.84
	Deduct:		
	CASH DISBURSEMENTS		
16.	Per capita tax and assessments	8,832.97	
17.	Other payments to affiliated organizations	5,247.00	
	Salaries No. of Persons		
18.	Officers 12	74,694.38	
19.	Staff 50 (Includes state legislative representative & all on special assignment)	93,564.87	
	Allowances		
20.	Travel and related expenses	44,493.55	
21.	Other (Itemize in Schedule E)		
22.	Advances or loans (Itemize in Schedule C advances or loans to officers or staff)	500.00	
23.	Taxes	9,904.52	
24.	Fees for legal services	2,404.53	
25.	Fees for other professional services	639.49	
26.	Office and administrative expenses	18,664.22	
27.	Benefit payments to or for members or dependents	1,753.00	
28.	Contributions, gifts, grants, etc. (Itemize in Schedule F contributions, gifts, grants, etc. to officers or staff not reported as salaries or allowances.)		
29.	Publications, publicity, and educational expenses	982.95	
30.	Purchase of assets		
31.	Other disbursements (Itemize in Schedule G)	155,368.91	
32.	TOTAL CASH DISBURSEMENTS (Sum of Lines 16 through 31)		$417,050.37
33.	CASH BALANCE AT END OF THE FISCAL YEAR (Line 15 less Line 32)		$106,194.47

BALANCE SHEET
STATEMENT OF ASSETS AND LIABILITIES

ASSETS*	Beginning of Fiscal Year July 1, 1958		End of Fiscal Year June 30, 1959	
Cash:	Amount	Total	Amount	Total
1. Petty Cash	$ 500.00		$ 500.00	
2. Revolving Funds	.....		.....	
3. Checking Accounts	68,936.31		101,571.57	
4. Savings Accounts	59,713.61		4,122.90	
5. Cash on Hand	.....	$129,149.92	.....	$106,194.47
Securities:				
6. Government Bonds	$40,000.00		.....	
7. Nongovernment Bonds	4,500.00		4,500.00	
8. Corporate Stock	250.00	44,750.00	250.00	4,750.00
Fixed Assets (Net of Reserves)				
9. Land and Buildings (Itemize in Schedule H)[1]		53,203.88		132,041.64
10. Furniture and Fixtures		.....		.....
11. Notes and Accounts Receivable (See Schedule J)		2,804.59		100,453.82
12. Other Assets (Itemize in Schedule K)		1,066.00		5,073.21
13. Total Assets		$230,974.39		$348,513.14
LIABILITIES and NET WORTH				
14. Accounts Payable		$ 3,564.16		$ 26,695.97
15. Notes Payable		.....		.....
16. Mortgages Payable		.....		.....
17. Other Liabilities (Itemize in Schedule L)		3,717.29		105,130.52
18. Total Liabilities		7,281.45		131,826.49
19. Net Worth—(Excess of Assets over Liabilities) Line 13 Less Line 18)		$223,692.94		216,686.65
20. Total Liabilities and Net Worth		$230,974.39		$348,513.14

***NOTE: Assets used as security or collateral or otherwise pledged during the fiscal year must be itemized in Schedue M. If none, check: ☒ None.**
[1] Although Line 9 pertains only to property held in the name of the union, Schedule H should contain a description of all land and buildings owned by the union whether held in the name of the union, or trustees, or a building corporation for the union.

SCHEDULE A — Receipts from Sale of Assets

Kind of Property (If realty give location)	Year Acquired	Gross sales price (contract price)	Cost or Other Basic	Net Value on the books	Expense of Sale
Real Estate—503 Wellington Avenue Chicago 14, Illinois	1947	$37,500.00	$41,203.88	$41,203.88	$1,767.08
U.S. Savings Bonds Series "K"	1954	40,000.00	40,000.00	40,000.00	1,320.00

SCHEDULE G — Other Disbursements

Item	Amount
Group Insurance	$ 2,861.16
Labor Moves	3,600.00
Printing of Awards	2,103.02
Rent	2,939.52
Insurance	5,005.92
1958 Convention	2,498.87
Publication Costs	26,760.28
General Committee Refunds	1,053.84
Membership Cards	887.50
Printing of Constitutions	2,850.00
Miscellaneous	1,271.10
New Building, 2247 W. Lawrence Ave.	
Costs to Date	
Construction	93,987.70
Supervision	4,000.00
Architecture & Engineering	5,000.00
Possession Penalty	
503 Wellington Avenue	550.00
Total	$155,368.91

SCHEDULE D — Receipts from Other Sources

Item	Amount
Advertising	$14,574.96
Other Subscriptions	275.25
Building Brochure	1,860.00
Miscellaneous	1,055.44
Total	$17,765.65

SCHEDULE E — Other Allowances

Person	Amount
L & N System Committee	$ 500.00
Total	$ 500.00

SCHEDULE H — Land and Buildings

1. Kind and location of property (Note: Indicate by use of an asterisk (*) property not included in the amount shown on Line 9 —Balance Sheet.)	2. Year Acquired	3. Cost of other basis of valuation	4. Total depreciation charged, if any, on buildings since acquisition	5. Net Value as Shown on the books
Land—2247 W. Lawrence Avenue	1957	$ 12,000.00		$ 12,000.00
Cost of building to date	1958	120,041.64		120,041.64

SCHEDULE K — Other Assets

Item	Amount
Prepaid Expenses	$ 5,073.21
Total	$ 5,073.21

SCHEDULE L — Other Liabilities

Item	Amount
Accrued Payroll Taxes	$ 4,081.90
Due to other funds	99,188.62
Advance Building Brochure Advertising	1,860.00
Total	$105,130.52

Wages, Profits and Prices Rise in Canada

CORPORATION PROFITS in Canada climbed a staggering 20.5 percent—or $113 million—to $665 million during the first quarter of 1959, according to reports from the Dominion Bureau of Statistics. Profits after taxes during the same three month period totaled an estimated $367 million, or 16.9 percent more than the $314 million in the first quarter of 1959.

Meanwhile, during the same period Canada's gross national product (the total value of all goods and services produced by Canadians) reached a record (seasonally adjusted) level of $33.4 billion. This is an increase of two percent over the last quarter of 1958 and an increase of about four percent over 1958 as a whole.

The Consumer Price Index showed a further rise in Canada, climbing to 125.9 in June (1949 prices equal 100) from 125.6 a month earlier. The cost of food, shelter, and other commodities and services rose during the month while the cost of household operations remained the same and the cost of clothing took a slight drop.

Average weekly wages in manufacturing for the last pay period in April rose to $70.02, up from the revised March figure of $69.40. The rise is attributed to the increase in average weekly hours worked, from 40.3 in March to 40.7 in April.

The purchasing power of the Canadian dollar has dropped to 50.29 cents, from 100 cents in 1930, according to a report recently given the Senate Finance Committee studying inflation. This has worked a real hardship on pensioners and other people living on a fixed income.

RRB Pays Seven Billionth Dollar in Retirement and Survivor Benefits

THE RAILROAD RETIREMENT BOARD reported that in May it paid out the seven billionth dollar under the Railroad Retirement Act. More than four-fifths of this amount went to retired employes and their wives, and the remainder to survivors of deceased employes. To illustrate the recent rapid growth of the railroad retirement system, the last billion dollars was paid in only 16 months, compared with over 9 years for the first billion.

The number of retirement and survivor benefits being paid rose to 741,800 by the end of May, 2,000 more than at the beginning of the month, the Board added. Payments to these annuitants in May came to $67.3 million.

The Board also pointed out that unemployment and sickness benefits totaling $12.9 million were paid to 87,600 railroad workers during the month.

Fees by Wire

(PAI)—The time may be fast approaching when you can't even call your doctor on the phone without being forced to shell out.

The American Medical Association News reports that some doctors are experimenting with charging patients $1 for each call. A few doctors, the AMA reports, say they have received up to $200 a month in phone fees.

International Union Ties Canada's Railmen

CANADIAN WORKERS BENEFIT greatly from their ties with the international unions, Vice President Frank H. Hall of the Railway Clerks declared in an article carried in a recent issue of *The Railway Clerk,* official publication of the Brotherhood. Highlights of the article follow:

Anti-union elements have sought to drive a wedge between Canadian and U. S. sections of international unions because they know that Canadian workers derive increased strength from their membership in international unions, Hall said.

He spelled out the benefits of the solidarity between Canadian and U. S. members in a letter to the president of one of the Brotherhood's largest lodges in Montreal in reply to a question concerning remittance of Canadian lodge dues to the Clerks' Grand Lodge in Cincinnati:

To the question, "Why should we send our money to the United States?" Brother Hall offered this reply and explanation of the relationship between the Canadian members and the Grand Lodge.

Excess Funds Invested in Canada

In simplest terms, the dues of Canadian members do not go to the United States. Canadian funds are held in Canada and any excess over expenditures in Canada are invested in Canadian bonds and securities.

The most recent audited report shows there is more than $1,117,000 invested in Canadian governmental bonds, in addition to Canadian funds in the bank.

The Brotherhood's strength in Canada derives in large measure from the unstinting support given the Canadian lodges by the Grand Lodge in the early days of organization, Hall noted.

Hall recalled that the categories of employes now covered by the Brotherhood on the Canadian Pacific Railway were originally represented by a so-called "national organization" which waged a disastrous strike. Some employes lost their jobs, others their seniority and pension standing.

At the root of the defeat was the fact that the national organization did not have the strength to match the power of the CPR.

But the defeat brought home to the workers the lesson that, like most other railway employes, *their* source of strength lay in affiliation with an *international* union.

"So we sent to the United States for help," Hall recalled. "The Brotherhood assigned a staff of experienced organizers. Some of us were fired for our union activity."

But eventually the Brotherhood grew in strength. The Grand Lodge poured thousands of dollars into Canada and held its coffers open until the Canadian members could stand on their own feet.

Contracts with Every Road

Today, the Brotherhood has contracts with every railway of consequence in Canada.

To those who would put a "use in Canada only" tag on Canadian dues, Hall had this to say:

"I hope we shall never get into the position of demanding that Canadian funds should not be used for other than Canadian purposes and work. If we do, we shall quite obviously deprive ourselves of the prime benefit of belonging to an international union and having the full resources of the Brotherhood at our disposal in the same measure and degree as do members in the United States."

Hall emphasized that if the Canadian membership is ever plunged into a struggle requiring substantial financial backing, it would be in a much stronger position if it could rely on the help of an international union than if it had to go it alone.

Significantly, as a case in point, the Canadian membership of the United Auto Workers received $8,100,000 in strike benefits between 1954 and 1958, while paying only $2,800,000 into the international strike fund.

Similarly, in the case of the United Steelworkers, the flow of union funds is from the United States to Canada, rather than in the reverse direction.

"Have you noticed that the enemies of labor always want to get rid of the internationals?" he asked. "They know they can cope with the national unions."

Newfoundland Victory

Hall pointed out that when the Newfoundland membership of the International unions were on strike some years ago there was no question of the unions folding when Canadian funds were exhausted. As a result of the strength derived from their international affiliation the unions won the strike.

The facts relating to union expenditures in Canada were also set out for the Canadian members.

Hall concluded his message to Canadian members in these words:

"It is our internationalism that gives us strength. It would be most unwise for us to put too much emphasis on our operations here as being a Canadian entity. The strength we draw from our international affiliation, together with the fact that we are practically autonomous as far as our work in Canada is concerned, makes for an ideal relationship."

Headquarters Building Fund

Members of our Brotherhood are urged to make voluntary contributions toward a new Grand Lodge Headquarters Building recently erected in Chicago. All donations will be acknowledged by a certificate giving date and amount donated. Please send your contribution to:

Mr. C. L. Bromley, Sec.-Treas.
Brotherhood of Railroad Signalmen
2247 Lawrence Ave.
Chicago 25, Illinois

Name.....

Lodge No......

Street or Box Number.....

City..... **Zone No.**..... **State**.....

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

AS THIS IS WRITTEN, no one knows when Congress will adjourn. One member of the House said he has heard various guesses placing the date anywhere from the middle of August to Nov. 15.

Meanwhile, many measures supported by organized labor are waiting action on the Senate and House floors or are locked up in committees. Among them are the "Case bill" to stop the wholesale abandonment of passenger trains, the vetoed housing bill, the depressed areas bill proposing Federal aid for job-creating projects in communities where unemployment is serious and "chronic," the bill to improve unemployment benefits, and the bill to raise the national minimum wage and to extend wage-floor protection to millions more workers.

All these and some other measures important to labor face possible vetoes by President Eisenhower if they are passed by Congress. The man most influential in urging Ike to veto, in the opinion of many congressmen, is Maurice H. Stans, director of the President's Budget Bureau.

Marks New Era

This is something new in American history. During most of the time since the Constitution was written, there was no Budget Director. The various government departments and agencies presented their proposed appropriations direct to Congress, under the general supervision and policies of the President.

Something like 30 years ago, however, the growing size and complexity of the government made it necessary to have a super-bookkeeper to coordinate the money requests of the various agencies and call the President's attention to the fact when their total requests were getting out of hand. So Congress created the Budget Bureau, headed by a director.

Congress had no intention of giving the director power to shape or dictate government policies, but that is what has been happening during the two Eisenhower administrations.

Ike entered the White House knowing little about the government except the military branches, and with the habit of depending on his staff officers to prepare plans and policies for his approval. Naturally, therefore, he depended upon his Budget Director to do much of the detailed work and thinking which previous Presidents had done themselves.

Eisenhower's first two Budget Directors took partial advantage of their opportunity to do more than a super-bookkeeping job, but Stans has gone much further in seizing the "power of the purse" which is supposed to belong to Congress. In some cases, he has even overruled the recommendations of the military and government chiefs charged with the heavy responsibility of national defense.

"I dunno— She may be the office girls' union business agent."

However, Stans' power has been felt most in the field of public welfare measures. Almost invariably, when such a bill comes up in Congress, he says it would cost too much and threatens an Eisenhower veto. This puts liberal Senate and House Republicans in the difficult position of having to vote "No" on the bill or be charged with opposing a President of their own party.

It also forces the Democratic leaders to shape legislation with veto threats constantly in mind, and they know that Stans is the man who pulls the trigger of Ike's "veto pistol."

None of this shift of power from Congress and the President to an appointed Budget Director was foreseen by the men who wrote the Constitution. What would they think if they could see what's going on now?

Stock Frauds Increase

The Securities and Exchange Commission has warned that, despite the regulatory laws enacted in the New Deal 1930's, stock frauds are flourishing now. In fact, the situation now may be even worse than it was before the stock market crash of 1929.

This same subject was discussed in a Wall Street Journal article. It says stock manipulators are "thriving on the boom, pushing prices up or down for fast profits," and using such tricks as "buying and selling to each other" to create fictitious signs of market activity in a particular stock.

The article says manipulators find it easy to "feed stock out to a gullible public" in the boom conditions of today, and they use "many and devious ways to manipulate a stock's price," such as "spreading rumors" and "attracting attention by unusual action on the ticker tape."

Those remarks are about stocks which are listed and sold on the exchanges. In addition, hundreds of millions of dollars of unlisted and new stocks—mostly mining and oil shares not worth the paper they are printed on—are sold to suckers each year. Many of these stocks are sold to small American investors by promoters who sit safely in Canada, beyond the reach of Uncle Sam's Securities and Exchange Commission.

The Wall Street paper emphasizes that the stock market is no place for an "amateur," who is about as safe among the manipu-

lators and "professionals" as a lamb would be among wolves.

Chemical and Bacteriological Warfare

Almost everyone knows a nuclear war would devastate the countries concerned and perhaps end all human life on earth. Because of a blanket of secrecy, however, few know that other weapons which may be just as deadly as atomic and hydrogen bombs are ready for use by the United States and Russia.

Attention was called to these weapons by Congressman Leonard Wolf (Dem., Iowa.) He said his apprehensions on this subject were aroused by expert testimony given behind the closed doors of the Committee on Space and Aeronautics and that the weapons are those which would be used in "chemical and bacteriological warfare."

As for the chemical part of it, there is no secrecy about the fact that poison gases and chemicals were used in World War I, but were not used in World War II because both sides feared they would lose as much as they would gain from the still deadlier poisons which had been developed. Since then, still newer and more effective poisons have been produced and "stockpiled."

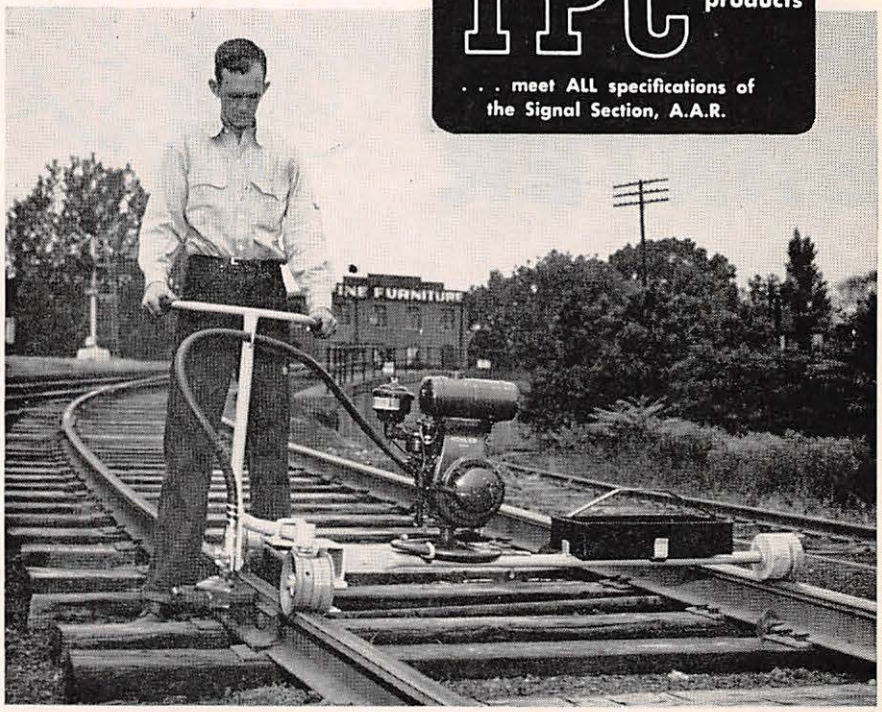
However, Wolf was talking primarily about bacteriological war, also called "germ war," which would spread deadly diseases for which there is no known cure. Medical scientists, who were trained to save human life, have been working for years to develop new and surely fatal varieties of germs which would kill instead of save.

Moreover, Wolf said, defense against this kind of war is even more difficult than defense against nuclear bombs, because millions of the germs can be carried in a small vial. It, if broken, could spread contagion which would wipe out the population of a whole city.

Wolf did not reveal any of the testimony given before the congressional committee, but he said "the veil of secrecy which surrounds this area should be lifted, and the American people should be informed of developments in chemical and bacteriological weapons." He urged that some committee of Congress hold public hearings on this subject, just as a House committee recently held open hearings on the devastation which would be wrought by use of nuclear weapons.

TPC products

. . . meet ALL specifications of the Signal Section, A.A.R.

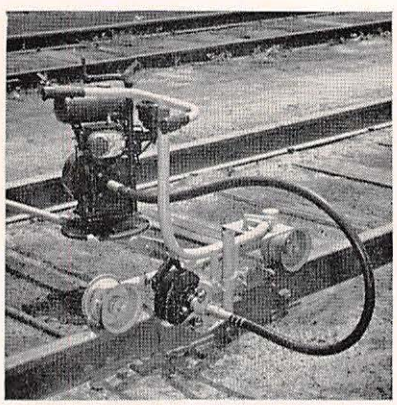


Patent Applied For

RAILBOND GRINDER

MODEL 300AY

This TPC Railbond Grinder is designed to prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure of the grinding wheel against the rail joint, resulting in a smooth, even, clean surface ready for bonding.



Shown here is the lip grinding attachment that is supplied with the Model 300AY Railbond Grinder. This attachment, holding the grinding wheel in an upright position, grinds the lipped rail smoothly and evenly at the rail joint.

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SHANTY BANTER

IT TAKES TIME

A meter inspector was making his first call at a backwoods cabin and was surprised to find that almost no light had been used.

"Don't you ever use your lights?" he inquired.

"Sure," drawled the old lady. "We turn it on every night to see how to light the oil lamp."

It's easy to make a mountain out of a molehill—just add dirt.

MISTAKE

Jim: "Yes, the engagement is off —she won't marry me."

Joe: "Why didn't you tell her about your rich uncle?"

Jim: "I did; now she's my aunt."

More people commit suicide with a fork than with any other weapon.

EXPLANATION

She: "This newspaper article says that her husband was shot at close range."

He: "Then there must have been powder marks on his clothes."

She: "Why, of course! That's why she shot him."

Keep smiling. It makes folks wonder what you've been up to.

EVEN WORSE

Tom: "I don't know anything worse than letting your wife find a letter in your pocket that you've forgotten to mail."

John: "I know something much worse—letting her find one you forgot to burn!"

Some parents who advertise for a baby sitter really need a lion tamer.

SMART ONES

Customer: "Isn't there a smarter clerk to serve me?"

Clerk: "No, madam. The smarter ones saw you coming."

SHORT LIVED

A young wife was chatting with a friend. "My neighbor had her face lifted last week," she said.

"Really! I don't see much difference in her."

"It fell again as soon as she saw her bill."

A smart gal: One who can hold a man at arm's length without losing her grip on him.

INTRIGUE

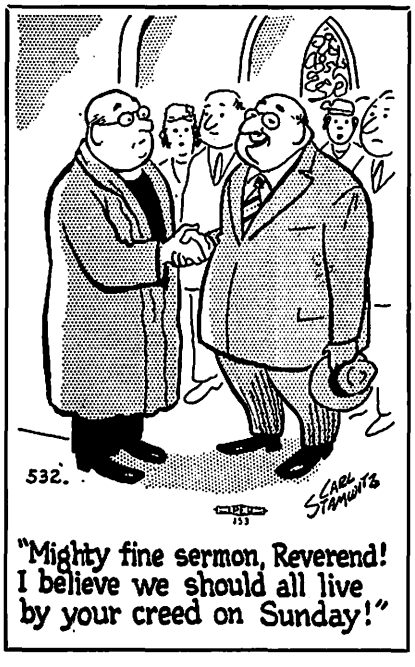
A middle-aged railroad conductor stopped by the perfume counter and gave his coat lapel a couple of squirts from a sample atomizer. With a wink at the surprised saleslady, he remarked: "Like to keep my wife guessing."

The two kinds of people who complain about taxes—men and women.

DON'T RUSH IT

Ardent Lover: "Every time I kiss you I feel a better man."

Girl Friend: "Well, you needn't try to get to Heaven in one day."



TOO TRUE

Mary: "Why do men never kiss each other, as women do?"

John: "Men have something better to kiss; women haven't."

People are young only once, but many manage to stay immature indefinitely.

PROOF

"All really intelligent men are conceited," said the girl.

"Oh, I don't know," shrugged her boy friend—"I'm not."

The two times in a man's life when he doesn't understand women—before and after marriage.

CHECK-MINDED

Bank Teller: So you wish to open a joint account with your husband. A checking account, I suppose?

Mrs. Brown: A checking account for me, but a deposit account for him.

A man who finds no satisfaction in himself, seeks for it in vain elsewhere.

A little boy, visiting a farm for the first time in his life, was taken out to see the lambs. After much coaxing, he walked up and patted one. Delighted, he exclaimed: "Why, it's made out of blankets!"

NO TACT

Mistress: "Who was that at the door, Nora?"

Nora: "Two ladies to call, Ma'am. I told them you were not at home."

Mistress: "And what did they say?"

Nora: "One said to the other, 'This must be our lucky day!' "

Marriage with a good woman is a harbor in the tempest of life; with a bad woman, it's a tempest in the harbor.—Senn

Lucy: "Look at this lovely ring Tom gave me; it fits perfectly."

Betty: "Yes, it does fit well; it was a little tight on me."

A dollar doesn't go as far as it used to, but it goes much faster.

COURT CASE

"If I broke off our engagement, would you take it to heart?" inquired a wealthy man of his glamorous girl friend.

"Of course not," she replied. "I'd take it to *court*."

Rail Labor Study Shows Productivity by Shop Craft Workers Has Increased by 500 Percent

THE RAILWAY LABOR Executives' Association recently released its findings in the second of a series of studies it is undertaking in order to determine the extent of the soaring productivity of railroad workers in various crafts.

Both the first study released last March and the second one released on July 26 have been based on official Interstate Commerce Commission statistics, as reported to the ICC by the railroads themselves.

The second survey, which deals with employes in the maintenance of equipment departments of the railroads, found that these workers have increased the number of revenue traffic units per hour worked by 510 percent since 1922.

Supports RLEA's Stand

This and the survey's other findings again bolster the contention of the RLEA that, contrary to rail management's allegations that railroad workers are "featherbedders," the output of rail workers has now reached an all-time high.

The second *productivity study* was conducted by President Michael Fox of the AFL-CIO Railway Employes' Department. The survey analyzed the rising productivity of approximately 174,000 shop craft workers engaged in maintaining and repairing the railroads' rolling stock. They were found, by whatever yardsticks used, to have broken all records in terms of output per employe and man-hours worked.

The shop craft workers covered by the survey are responsible for the maintenance of over 30,000 locomotives and a million and three-quarters freight cars plus about 15,000 passenger cars. They make up nearly one-sixth of all workers employed in the industry.

"The present critical freight car shortage has made everyone aware that the railroads' rolling stock is an essential factor in providing railroad transportation service," President Fox said in releasing the report. "Distance traveled and weight produce wear and tear which must be made up through regular maintenance and repair in order to assure a continuous supply of serviceable equipment.

"The findings of this study show conclusively that the present disgraceful freight car shortage must be attributed directly to management policies rather than any 'featherbedding' by railroad shop craft workers.

"The facts—taken from the railroads' own official reports to the ICC—show that shop craft workers have given their employers more in the way of output per man-hour of work than the workers of any other industry, although their wages have lagged behind those of other workers from as far back as the start of World War II," President Fox stated.

Productivity

Included in the study were four tables based on the latest available ICC figures. These measured the revenue traffic units per employe and per hour worked; car miles per employe and per hour worked; gross ton-miles per employe and per hour worked; and locomotive miles per employe and per hour worked.

Each of these measurements, without exception, showed spectacular and steady increases in worker output, particularly in recent years. For example, the findings show the following:

Revenue traffic units per employe increased 367 percent between 1922 and 1958 and, in terms of per-hour worked, employe efficiency rose 510 percent. During the same period, car miles per employe increased 300 percent and they, too, reflected an even greater increase in terms of per-hour worked—the jump being 422 percent. Over the same period, gross ton miles increased 356 percent per employe and 500 percent per hour worked; and locomotive miles per employe have doubled since 1922, going up by 154.5 percent per hour worked.

Cites Workers' Record

President Fox declared: "This is a truly outstanding record and the railroads should be applauding the unprecedented contribution to the industry which has been made by the loyalty and skill of its employes, rather than slandering them by its completely unfounded charges of 'featherbedding.' "

In its previous study of the productivity of maintenance-of-way workers, the RLEA reported that revenue traffic units per employe in the 16 classes of maintenance-of-way and structure departments on Class I railroads increased nearly 400 percent between 1922 and 1957.

Note: Official U.S. Department of Labor figures, recently released, show that railroad workers as a whole have increased their output per man hour at a faster rate than workers in other industries in recent years. The Department did not break down its figures for the various crafts, but the RLEA has said that railroad workers in all crafts can be regarded as "the most productive workers in the world."

US&S Announces Personnel Change

MR. C. W. HENRICKS, vice president, railway sales, of Union Switch & Signal — Division of Westinghouse Air Brake Company, recently announced the appointment of Robert L. Oswald as a sales engineer in the Pittsburgh District Office. The appointment became effective Aug. 1, 1959.

Mr. Oswald

Mr. Oswald is a native of Hanover, Kan. He attended primary and secondary schools there and attended Midland College in Fremont, Neb. In September 1950, Mr. Oswald was employed by the Union Pacific Railroad in their signal department. In July 1955 he became associated with the Union Switch & Signal Division as an application engineer. He served in this position until January 1958, when he was appointed manager of the Caracas, Venezuela, office of the Westinghouse Air Brake, S. A. He held this position until his recent appointment.

Mr. Oswald resides in Pittsburgh, Pa.

Learn How

Clowns learn how to *take* falls—smart railroaders learn how to *avoid* them.

By SIDNEY MARGOLIUS, for The Signalman's Journal

DURING THE GREAT depression of the 1930's, one of the most prominent and "reputable" book publishers brought out a book on "how to get a job" and advertised, "if you have only two dollars left in the world, send for this book."

That classic example of a high-pressure advertiser seeking to extract the last few bucks from unemployed people is mild compared to the modern promoters of misleading homework and part-time work schemes.

These modern hoaxers have as their special target housewives seeking to supplement the family income, and older people trying to pad threadbare Social Security and other retirement benefits. Inflated living costs have made a ripe climate and good pickings for the homework promoters.

Can't Find One Honest Deal, St. Louis BBB Says

The Better Business Bureaus report there are hundreds of these "earn-money-at-home" schemes taking over half a billion dollars a year from several million victims in amounts from $1 to $1000. "Victims end by losing money instead of earning it," the Boston BBB has warned. The St. Louis BBB has reported that "in years of experience, we can't find an honest deal."

The equipment sold hopeful homeworkers ranges from flimsy tie-making machines for five dollars, to knitting machines priced as high as $400, and vending machines requiring an investment of as much as $2900. Complaints of exaggerated advertising by correspondence and trade schools also have been frequent recently.

Exaggerated ads for costly vending and tube-testing machines are one of the meanest tricks. Many ads claim you need spend only a few hours a day servicing the machines. Hence older folks especially are attracted, since this seems to be within their physical capacity, reports Harry A. Babcock, executive director of the Federal Trade Commission.

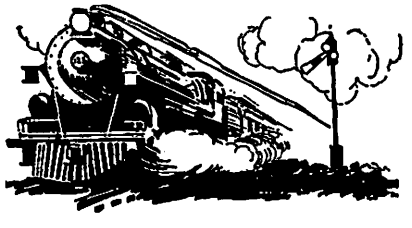
In recent months, FTC has been waging war against the exaggerated ads of a number of vending-machine sellers. In a typical case, the FTC charged Midwest Industrial Supply, Inc., of St. Paul, Minn., with making false employment offers and exaggerating potential earnings. The Government found the great majority of purchasers earned much less than the claimed "$275 monthly" and "$400 a month" even though their investments ranged from $975 to $2900. Contrary to the ads, the buyers of the machines were not given exclusive territories or established routes. Nor did the company buy back machines from dissatisfied customers as it had indicated it would.

The general pattern of such vending-machine sellers who advertise in magazines and daily newspapers, often in the employment columns, is to inflate the potential profits.

In one case, the FTC charged, the Atlas Mfg. & Sales Corp. and American Products Corp., both of Cleveland, Ohio, represented that buyers of the machines would earn $400 to $800 a month and make 100 to 300 percent profit on an investment of about $575.

Actually, the FTC said, it might take years of work, not just "eight hours a week," and the purchase and placement of many machines to achieve this much income.

Another group of New York companies promised profits of $6000-$10,000, and even $25,000 a year if you work full time. These were Nut-Distributors, Inc., and I. E. M. Corp., which sells self-service radio and TV tube-testing devices.



FTC also has ordered the Old York Distributors, of Philadelphia, Pa., to quit representing that an investment of $690 will produce a profit of $300 a month.

The difficulty an individual faces in making money out of vending machines is that the big operators generally have the good locations sewed up, and only the unprofitable ones may be available. Often the sellers of the machines indicate in their ads that they help you place them. But in the case of Mainline Sales Corp., of Euclid, Ohio, for example, the FTC complained that already-established routes are not available and the company almost never helped a customer place machines.

If you don't realize the difficulty of placing vending machines, Babcock suggests you ask the proprietors of the most popular business places in your own neighborhood whether they would be willing to have you place your machines in their establishments.

Another source of disillusionment is courses in invisible reweaving. In two typical cases, FTC ordered Universal Systems, Santa Cruz, Calif., and Skil-Weave Co., of Chicago, to quit exaggerating the ease of learning this skill, and the potential earnings. Invisible French reweaving cannot be learned easily or quickly by taking such correspondence courses, the FTC says.

Check Before You Invest

There are many operators who will try to sell you courses purporting to teach you various businesses or trades. It's wise to check first with your union local, Better Business Bureau, local public school authorities or state employment service office.

The FTC nabbed National Mail Merchandisers, Dorchester, Mass., for misrepresenting the potential profits from operating a mail-order merchandising business in your home.

People attracted by the glamour of the air age also have become a special prey for various schools and colleges selling correspondence and residence courses with the promise of employment as hostesses, radio operators, passenger agents and other airline jobs. Such FTC complaints have been issued in recent months against Northwest Air College, Spokane, Washington; American Air College, Seattle; Sun Valley Air College, Boise, Ida.; Northwest Schools, Portland, Ore.; and Pacific Northern Air College, Seattle, Wash.

Senator Hubert Humphrey Tells

What's Right with Railroad Labor

WHAT'S RIGHT WITH RAILROAD LABOR was recently recounted at the 37th convention of the Brotherhood of Locomotive Firemen & Enginemen by Senator Hubert Humphrey (Dem.-Minn.).

Senator Humphrey also had his remarks printed in the Congressional record. Humphrey said he was prompted to select this topic because "I am fully aware that, over the last year, the railroad workers of this nation have been made the target for one of the most unfounded and expensive propaganda attacks that the 'perfume and soap' boys of Madison Avenue ever have launched against any part of the American labor movement."

Humphrey continued: "I am proud of my friends in the labor movement and I am proud, too, of the kind of people who stand with me as friends of organized labor."

Truth About "Featherbedding"

Humphrey, referring to the campaign to picture railroad labor as "overpaid featherbedders" asked: "What's the real truth behind this propaganda campaign? The real truth," he said, "is contained in official Government figures—figures which show that, despite the fastest rising productivity in America, railroad wages lagged behind those in other industries."

The Minnesota Solon then said the subject of work rules belongs in the arena of collective bargaining, where experience has shown reasonable men of good will always can work out the fairest and most mutually satisfactory arrangements.

"I must confess," he added, "that I have been somewhat dumbfounded that railroad managements today should be proposing that a Presidential Commission should settle this matter.

"For railroad management to call upon the Government to step in to settle an issue, even before any honest effort has been made to reach an agreement at the bargaining table, is somewhat mystifying to me. It is completely at variance with all the protestations of the railroad industry against Government interference and meddling in its affairs.

Senator Hubert Humphrey

"As far as I'm concerned, if there are any 'feathers' connected with railroading today, they're the horsefeathers in this campaign against rail labor!"

Rail Labor Is Responsible

"The first thing I want to say regarding what's *right* about railroad labor," said Humphrey, "is that it has been *responsible* labor, realizing that its own advances can be made only with the advance of the railroad industry and our nation itself.

"This is the tradition of the American labor movement as a whole, but responsibility has been a particularly dominant characteristic of the railroad unions and their leaders.

"This is obvious when you examine the history of railroad labor and note its readiness to bind itself to a complex legal procedure of Government mediation before it can excercise labor's sacred right to strike."

Humphrey said the Railway Labor Act unquestionably imposes self-restraint upon rail union actions when labor disputes arise, and "it is a real tribute to railroad labor that it has recognized its peculiar responsibilities as servants of the nation's transportation needs and has abided by this law and its admittedly cumbersome delays."

Productivity Sets Record

"The second thing I want to say about what's right with railroad labor," Humphrey continued, "is that it has proved itself today to be probably the most productive of any group of workers in the world. Its gains in productivity in recent years have outstripped those of the workers in any other industry.

"That's what official figures of the Bureau of Labor Statistics tells us, and I might add that those figures were supplied to the Bureau by *railroad management* itself!

"Actually, the output of railroad workers has been increasing at a rate approximately *twice as fast* as that of the entire non-agricultural part of the American economy. That's some 'featherbedding' let me tell you. Railroad workers in this respect surely have set an example which management should hold up as a goal for the workers of all other industries.

"Still another thing that railroad labor can be proud of is the unceasing battle it is waging to keep our railroad transportation system strong in order that it always will be ready to meet the national defense, as well as the peacetime needs of the nation.

"In this respect, railroad labor has exhibited enlightened self-interest at its best, for I have noted that on several occasions the railroad unions took their stand in favor of management-supported legislation, even though management, at that time, was bitterly opposing legislative measures sought by the Brotherhoods for the benefit of railroad employes."

Fights for Safety Measures

"Another thing that is right about railroad labor," Senator Humphrey continued, "is its concern about railroad safety and its determination to do all in its power to halt the rise in railroad accidents.

"Almost from the very beginning of the railroads, rail management seems to have been afflicted with a peculiar blindness in regard to accidents. I am sorry to say that the efforts of the Railway Labor Executives' Association to establish a joint labor-management committee on safety was turned down by railroad management. It seems to me that by this action the railroads

clearly are inviting Congress to enact new laws to force them to meet their obligations in this regard.

"I am happy to see that the railroad unions, recognizing their responsibility in this area, have not been deterred by management's indifference on this issue and have set up a Committee on Safety in the RLEA."

Rail Labor Typifies All That's Best

"Railroad labor has a strong solidarity with the rest of the American labor movement and typifies the best of all the things I have said about organized labor as a whole," the Minnesota Solon continued.

"Because from the outset railroad workers were able to organize strong and responsible unions in their industry, well in advance of the workers in most other forms of employment, the railroad Brotherhoods have been able to contribute strong leadership and significant aid to other workers in building the labor movement as a whole.

"Fortunately, from the very beginning, the leaders of railroad labor have been men of integrity, and railroad labor organizations always have been *clean* organizations. Today, after almost two years of the searching investigation of American labor organizations, not a trace of corruption has been found in any of the 23 Standard Railway Labor Organizations affiliated with the RLEA. Even railroad management, despite its *other* attacks upon rail unions, has had to acknowledge publicly that this is the case."

Rail Unions Clean, Democratic

"Railroad labor is clean," Humphrey continued, "because railroad workers have built strong democratic organizations, and they are determined to keep them that way.

"Because the railroad unions were built and run to reflect the democratic faith of the railroad men and women who comprise them, they typify all that is right about American labor."

Senator Humphrey, who has been a champion of the laboring man during his terms in public office, concluded with these remarks: "What's right with railroad labor is that it is enlisted in a cause which is right, and it is fighting for that cause in the right way—the Democratic way. That's about the highest tribute I know that can be paid to any man or group of men."

Railroad NEWS IN BRIEF

THE WABASH RAILROAD anticipates 1959 gross revenues will reach $121 million, according to Arthur K. Atkinson, carrier president.

Atkinson told the road's annual meeting in St. Louis that net income, after capital and sinking funds, would total $4,101,000. This compares favorably with the net income for 1958 of $3,803,594 on gross operating revenues of $112,439,453.

THE CHESAPEAKE & OHIO RAILWAY for the second year in a row has been awarded the National Safety Council's "Gold Spike" award for outstanding community and employe safety programs.

The judges cited C&O for the work of its 23 safety officers and 65 employe safety committees, cooperating with the Ohio State Safety Council in a program to prevent highway-railroad crossing accidents.

CANADIAN NATIONAL RAILWAYS is extensively testing five prototype refrigerator cars, built almost entirely of aluminum, and designed by the CNR and the Aluminum Co. of Canada, Ltd. Built by National Steel Car, the cars are over 20 per cent lighter than standard refrigerator cars. This represents a reduction of nearly seven tons.

The CNR said that the new units are "designed to eliminate the expensive wear and tear and repainting resulting from the corrosion-causing brine solution used in the refrigerator system of existing cars." The roof, side sheets and ends of the five cars have been left unpainted. The lightness of the cars and the consequent reduction in rolling resistance will also mean operating economies, according to the carrier.

The railroad said that four of the new cars are being tested under normal service conditions in various parts of Canada; the fifth car, equipped with strain gauges to measure its performance under stress, is undergoing a rigorous series of tests both on the road and in the laboratory.

THE BALTIMORE & OHIO has negotiated a $4,600,000 equipment lease with Morrison Plan, Inc., an affiliate of the Morrison Railway Supply Corp. Involved are more than 1,300 units of equipment, the make and type of which were determined by the railroad. The lease covers maintenance of way equipment and more than 400 automotive trucks fitted with special flanged wheels for operation on road or rail, special bodies, winches, and hoists for use in maintaining trackage throughout its entire system.

A SUBCOMMITTEE of the House Interstate Commerce Committee was told recently that "if a sufficient number of employes were put back to work repairing 'bad-order' freight cars, the nation's freight car supply could be increased by 75,000 to 80,000 in a comparatively short time. The statement was made by Harry See, legislative representative for the Brotherhood of Railroad Trainmen. He appeared as a witness for the Railway Labor Executives' Association.

THE ILLINOIS CENTRAL has announced a $6 million car repair program. The carrier is also spending $17 million on new equipment in 1959, and the great majority of the work will be done in its Chicago and Centralia, Ill. and McComb, Miss. shops. The Pennsylvania Railroad has ordered 11,500 freight cars, to be built at its Altoona, Pa., shops; this includes 500 covered hopper cars already completed.

THE MINNEAPOLIS, ST. Paul & Sault Ste. Marie expects its gross revenues to increase from $2.5 million to $3 million over the $42,971,060 of 1958, according to its president, G. A. MacNamara. However, he cited factors which make it uncertain "that any of the increase in gross revenues will be carried over into net income." The estimated deficit before contingent charges for the first four months was $489,905, compared with a deficit of $693,471 for the same period in 1958, MacNamara said.

OBJECTIONS TO A PROPOSED MERGER of the Virginian and the Norfolk & Western railroads were withdrawn by the Railway Labor Executives' Association following an agreement guaranteeing the employes on the two carriers job protection.

The agreement stipulates that on the effective date of the merger, the N & W "will take into its employment all employes of the Virginian who are willing to accept such employment." Also, it guarantees that none of the present workers on either carrier "shall be deprived of employment or placed in a worse position with respect to compensation than at any time during his employment because of the merger."

Provisions of the 1936 Washington Job Protection Agreement will be applied as a result of the pact. The N & W also agreed to assume, under the 1936 agreement, all "contracts, schedules and agreements" between the Virginian and the unions comprising the RLEA.

Stuart T. Saunders, president of the N & W, addressed a meeting of the RLEA following the signing of the pact. He told the chief executives that he believed the agreement "will be mutually beneficial to us."

"I also believe it is a fair agreement and I want you to know that we intend to live up to it. I am sure that in 99 percent of the cases, problems of this sort can be approached on an equitable basis—when you approach them in a spirit of fairness as we have done in this instance. This is a friendly example of what can be done if we sit down and talk to one another. We are happy to have the privilege of working with you and look forward to working with you through the years."

G. E. Leighty, chairman of the RLEA, responding for the union executives, told Saunders that the heads of the rail unions were "convinced of your sincerity and your desire to make a fair and equitable agreement with us. We have approached this matter on this basis, and I want to assure you that we will endeavor to do our part to make it a workable agreement."

HORACE W. HARPER WAS appointed as the labor member of the Railroad Retirement Board by President Eisenhower and has been confirmed by the U.S. Senate. He has served in that position since 1950; his new term, which began August 29, runs for five years.

Harper was a veteran railroader before joining the Board. He entered rail service on the Southern Pacific at Tucson, Arizona as a brakeman and later became a clerk on the Texas & New Orleans. He soon became a leader in the Brotherhood of Railway Clerks, serving as a general chairman for 27 years, until his Board appointment.

THE CHESAPEAKE & OHIO RAILROAD has concluded a three-year study of U.S. and European railroads. The results of the study stretch along two miles of main line west of St. Albans, W. Va. The study by the carrier's engineering department was aimed at determining the feasability of installing continuous welded rail on the heavily traveled, mountainous terrain of the carrier. The new stretch of track is made up of rails 1,170 feet in length. It was installed as a test to do away with one of the industry's oldest engineering problems—"rail end batter."

THE LEHIGH VALLEY RAILROAD is seeking a $6,000,000 government-insured loan. The money would be used to replenish working capital, to help pay for capital improvements, and to refinance balances due on short-term equipment obligations incurred by the carrier after Jan. 1, 1957.

THE PENNSYLVANIA, LACKAWANNA, AND JERSEY CENTRAL railroads recently assured New Jersey governor, Robert B. Meyner, that there will be no further slashes in New Jersey commuter passenger service or fare increases—at least until next November.

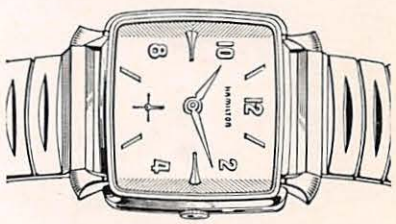
At that time a public referendum is proposed under a railroad "tax relief" measure approved by the Assembly of the State Legislature and expected by the governor to be approved by the state Senate in the near future.

The relief measure provides for a passenger "subsidy" to the railroads in the state from excess revenue of the New Jersey turnpike.

Notice

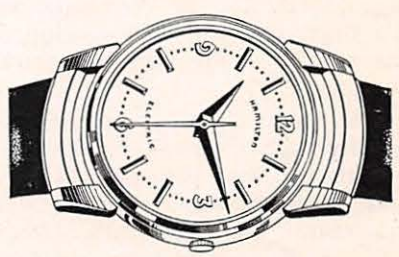
The October issue of the Journal **will feature pictures and stories of the dedication ceremonies of our new Brotherhood headquarters building at 2247 Lawrence Avenue, Chicago, which were held Thursday, September 3.**

The gift of a Hamilton... reward of love



SLOANE, $79.50

ALINDA, $65



URANUS Electric*, $110

The day you give a Hamilton will be remembered throughout all the years to come. Ask your Hamilton Jeweler or time inspector to help you choose the perfect Hamilton for your special someone. Hamilton Watch Company, Lancaster, Pennsylvania.

*Patented

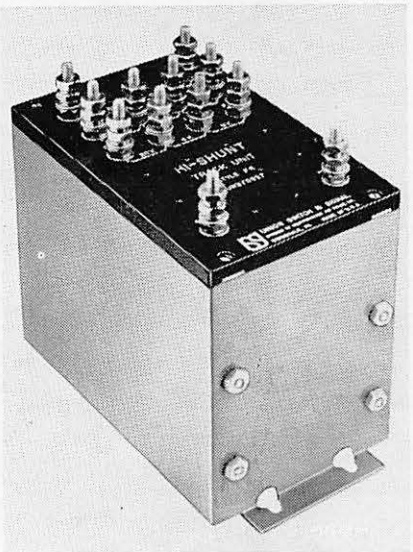
HAMILTON

creator of the world's first electric watch

IMPROVED SIGNAL DEVICES

US&S Develops New Style FR Hi-Shunt Track Circuit

IN ORDER TO OVERCOME shunting difficulties due to oily rail and wheel film in short detector track circuits, Union Switch & Signal—Division of Westinghouse Air Brake Company has developed the new Style FR Hi-Shunt track circuit.



Union Switch & Signal's new Style FR Hi-Shunt track unit.

This new circuit provides unusually high inter-rail voltage for quickly breaking through rail film and furnishes protection against momentary loss of shunt, US&S said. Additional features are low power requirements, simple installation and adjusmtent, and minimum maintenance. Although the new circuit was developed particularly for use in automatic classification yards, it may also be used for many short detector track circuits where a high degree of shunting sensitivity is required.

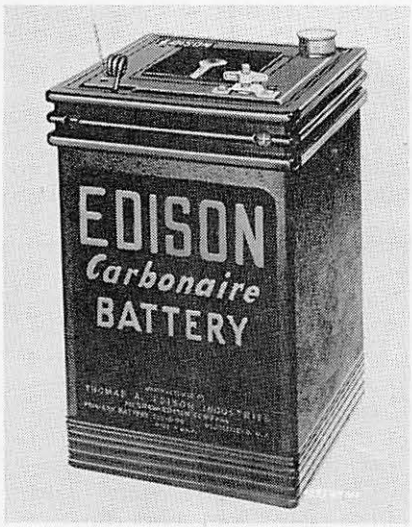
The Style FR Hi-Shunt Track Unit, which is the same physical size as a Style W-10 transformer, includes a ferro-resonant circuit energized directly from the 60 cycle 115 volt line to supply the rail voltage, and a filtered transformer-rectifier combination to supply the track relay current. A double coil plug-in Style PN-50B or PN-150B track relay is used in conjunction with an adjusting resistor and diode to provide the desired timing characteristics.

US&S said experience has shown that, where oily rail and wheel films are encountered, raising the rail voltage and properly adjusting the track circuit greatly increases the ability to shunt through the film. To obtain relatively high rail voltages in conventional types of track circuits, power requirements are quite large. However, with the Style FR Hi-Shunt track circuit, due to the characteristics of the ferro-resonant circuit, much less power is required to obtain desired shunting sensitivity.

A number of Style FR Hi-Shunt track circuits are in service at two automatic classification yards. Their performance has been excellent, and rail cleaning of these circuits has not been necessary since their installation, according to the manufacturer.

Edison Develops New Carbonaire Battery

THE TYPE Y CARBONAIRE BATTERY, manufactured by the Primary Battery Division of Thomas A. Edison Industries, is now being made available for railway signaling and communication services. Edison says this is the latest addition to their line of non-renewable, air-depolarized, add-water carbon batteries.



Edison Carbonaire Battery—Type Y

One of the principal features of the cell, according to the manufacturer, is its unusually large capacity of 2,500 ampere-hours. Nominal voltage is 1.2—1.25 volts. The maximum recommended continuous discharge rates to full capacity are: one ampere at 75 degrees F. and 0.8 ampere at 25 degrees F. solution temperature. These discharge rates are to an end voltage of not less than one volt.

Over-all dimensions of the battery are 8¼ inches long, 8¼ inches wide and 13½ inches high.

The Type Y battery is shipped dry so that it can be stored for a reasonable length of time and will remain inert and free from internal deterioration as long as the seals remain intact, Edison says. It is activated by the addition of approximately five quarts of water. When filled and ready for service it weighs 40½ pounds. To facilitate installation, removal and handling, a carbonaire carrying handle is available.

When the battery is exhausted it is discarded and replaced with a fresh battery. Replacements are made on a calendar basis in accordance with the calculated current consumption of the connected apparatus. Edison advises that the maximum recommended service life is two years.

US&S Develops Shelf Mounting Brackets for Style PN-150 and PN-250 Relays

UNION SWITCH & SIGNAL—Division of Westinghouse Air Brake Company, recently developed a line of shelf mounting brackets for mounting individual Style PN-150 and PN-250 relays in relay cases. US&S said these brackets are particularly valuable for making maximum use of available shelf space when modifying an existing signal system. For example, a six point PN-150 relay requires

A double width mounting base on a double width mounting base is on the bracket mounting bases can be installed on this bracket, if required.

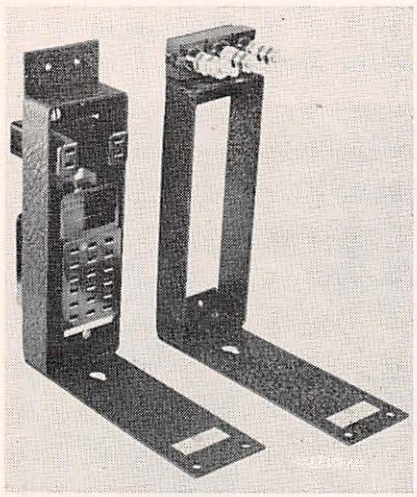
only 2¾ inches of shelf length while an equivalent six point DN-11 relay requires 7⅝ inches.

The bracket was designed for simplicity and to be strictly functional. It is a welded assembly and uses weld nuts where the mounting base screws enter the bracket. The brackets are finished with black wrinkle paint.

Two sizes are available—one for a single Style PN-150 relay, and the second of double size width, suitable for one Style PN-250 relay or two Style PN-150 relays.

One feature of these shelf brackets provides means for opening the relay coil circuit from the front of the relay. This is accomplished by providing space at the top of the bracket to mount an A.A.R. terminal block. When furnished with A.A.R. terminal block, the single width bracket has three posts while the double width bracket has six posts. These posts can be suitably wired and connected to provide for relay coil circuit control at the front.

Holes are provided in the bottom of the bracket for fastening it to the shelf by means of screws. The two screws at the front of the base can be removed with the relay plugged-in, while the "button hole" design of the rear hole permits removing the bracket without loosening the rear screw. This will allow the assembly to be turned around easily for access to connections at the rear. A nylon cable clamp is supplied to hold wires in position without stress on the receptacle springs.



Two single width shelf brackets. A single width mounting base is on the bracket shown at left. On the right hand bracket an A.A.R. three post terminal base is mounted.

US&S 528 High-Speed Code Control System

IN AN EFFORT TO REDUCE costs and space requirements Union Switch & Signal has developed a new, compact, economical high-speed code control system.

The new 528 High-Speed Code Control System is a means whereby all switches, signals, and associated functions at a number of large railroad interlocking locations can be controlled from and indicated to a remote location or office over a two-wire circuit, US&S said.

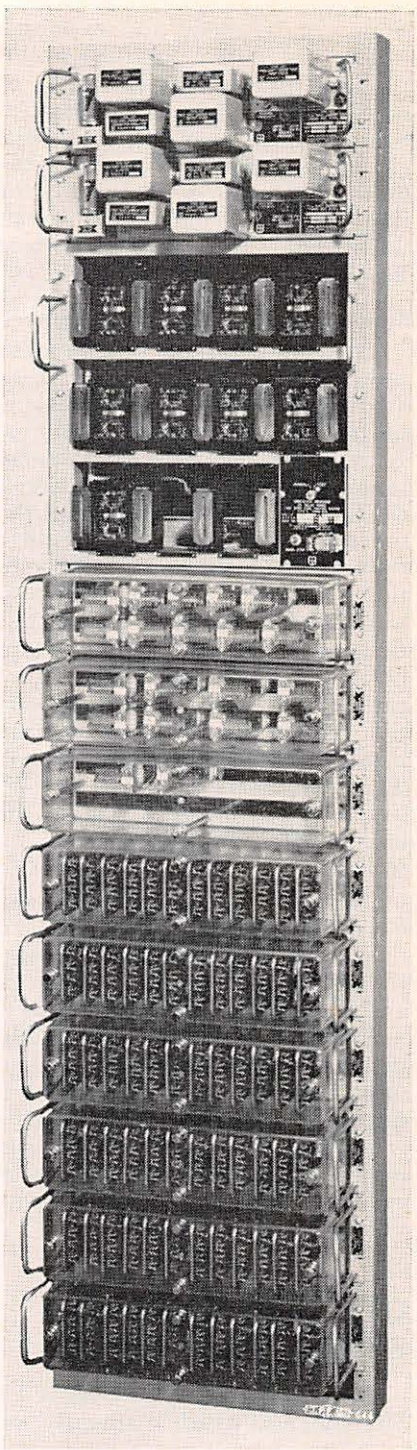
This new, multiplex code scheme consists of two completely independent systems. The first is a multi-station control system, and the second is a single-station indication system.

Multi-Station Control System

The multi-station control system is an all relay system employing a two-wire d-c. polarized line circuit. The system steps at the rate of at least 25 steps per second with a two-way selection available on each step.

Codes consist of a number of steps divided into two groups. The first group, consisting of a few steps, will be used for station selection and the second group for function positioning. Codes may consist of any number of steps and do not have to be the same length for all stations.

For example, one likely code length might be 18 steps (approximately 1.0 second code time), consisting of a start step, 5 station selection steps, 11 function positioning steps and a reset step. A code of this nature provides for 32 stations with 11 two-position functions per station, or a total of 352 two-position functions. A system of this capacity will be able to handle a large number of "Terminal Area" or "Interlocking" locations for its speed of transmission (11 pieces of information per 1.0 second code) is such that the codes or groups of information can be transmitted practically as fast as deci-



This is a front view of the office equipment for the Union Code Control System.

sions can be made and executed.

The first system installed would require no carrier channels or equipment. Each additional system would require two frequency shift channels with carrier units at the Office and at the Office end of its line section. No individual carrier units would be required at the field locations.

Single-Station Indication System

The independent single-station indication system is carrier operated over the same two wires employed by its companion control system. Each single-station system requires two frequency shift carrier channels, one for stepping and the other for character. Both of these channels originate at the field location. Speed of transmission is at least 25 steps per second with four two-position indication-functions being positioned per step, one on each quarter-step. One single-station system therefore, is able to handle 100 indications per second. This indication capacity, it is believed, is sufficient to handle the largest "Mass Transportation" Interlocking.

US&S said the new code system has the following features: (1) Uses the newly developed Style G relay; (2) Has completely separate control and indication transmission channels; (3) Utilizes a transistorized registry at office; (4) Faster than most other systems; (5) Uses frequency shift carrier; (6) Highly concentrated function control and indication; and (7) Polar control code operation—no time code involved.

GRS Develops Four New Electric Switch Machines

THE GENERAL RAILWAY SIGNAL COMPANY recently announced the development of four new electric switch machines. They are designated as Models 5E, 5F, 5G, and 5H. GRS said the machines, which incorporate new design principles and features, provide simplified operation, reduced maintenance, and designed-in frost protection.

The new machines meet all interlocking specifications and can be used at single switches, double-slip switches, movable-point frogs, and derails. They are compact, mount on only two ties, and fit the same standardized switch layout. They also meet the requirements of A.A.R. load curve 1457 and provide ample thrust to operate the heaviest switches.

The machines are designed for relay control. Models 5E and 5F use separate, externally housed control and overload relays. Models 5G and 5H have a built-in biased-neutral controller, which may use either 10 or 24 volts d-c. for control.

The machines are designed for either 24-32 volt or 110-volt d-c. operation. Operating time is approximately 10 or three seconds respectively. Models 5E and 5G are for power operation only, while models 5F and 5H, each equipped with a dual-control mechanism, are for both power and hand-throw operation. Models 5G and 5H each has an external terminal board.

All machines include a snub circuit for dynamic snubbing of the motor at the end of each stroke.

Each machine incorporates a ceramic permanent magnet hold, a new principle of magnetic detent to hold the motor armature against drifting from vibration. Magnetic-flux linkage between a permanent ring magnet fixed in the housing cover and a similar magnet attached to the armature shaft holds the shaft securely after the dynamic snub stops armature rotation, or whenever energy is removed from the motor. Because there is no mechanical contact between the mganetic-detent elements, adjustments and replacements due to wear are eliminated and frost cannot interfere, according to GRS.

A silicone-treated moisture-repellent cover surrounds the motor commutator to keep off moisture and to prevent frost accumulation. A transparent shield above the commutator deflects any condensation of moisture and protects against outside moisture when the compartment is open.

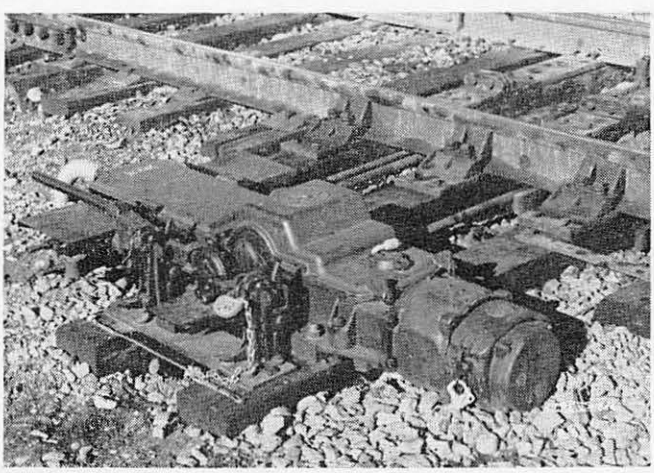
The new point-detector contacts are knife edged and close with extra-heavy pressure. This contact design and long contact wipe ensure positive electrical contact despite possible frost on the contacts, GRS emphasized. The heavy-duty motor-control contacts in the Models 5E and 5F carry and break motor current directly.

The new design of the gear train in the dual-control machines, Models 5F and 5H, permits easy removal of the clutch without disassembling the dual-control mechanism. All machines are equipped with renewable box style wear plates for the throw bar and for the lock and detector rods.

Edison Announces New Primary Battery

THE PRIMARY BATTERY Division of Thomas A. Edison Industries, McGraw-Edison Company has introduced a new primary battery designed for the operation of railway signal equipment.

The new cell is of the renewable carbon type. It is known as the Edison Carbon Cell, Type A-1000



Newly developed GRS electric switch machine.

Complete Edison Carbon Cell—Type A-1000

and has a nominal capacity of 1000 ampere-hours. Nominal voltage is 1.3 to 1.1 volts, depending on discharge rate and temperature. To a cut-off voltage of 1.0 volt, it may be continuously discharged at rates up to 1.50 amp. at solution temperatures of 75° F. or 1.20 amp. at 25° F. according to the manufacturer.

The Type A-1000 cell is the latest addition to Edison's line of renewable carbon cells. It features new, rectangular-shaped indicator panels which are tapered to provide reliable indications of approaching exhaustion. The A-1000 renewal fits the AAR round or rectangular 1000 ampere-hour battery jar. Special covers, with air vents, are required.

Because of its large capacity and relatively high current carrying ability, the Type A-1000 cell is expected to provide new operating economies and advantages in such services as the operation of light signals and semaphore signals, and for higher voltage track circuits and line circuits, Edison said.

EXIDE Markets New Series of Diverter-Pole Battery Chargers

THE EXIDE INDUSTRIAL DIVISION of the Electric Storage Battery Company recently announced the development by Electric Products of a new series of constant-voltage battery chargers with generator, motor and control panel integrated into one panel. Exide said the new charger units save up to 42 percent in cost and 34 percent in required floor space over comparable models with separately mounted components. They are marketed and serviced exclusively by Exide.

Exide announced that the new diverter-pole generator models complete a line of Electric Products (EP) rotating and static battery charging equipment for switchgear, emergency power and lighting, and telephone control application.

The new models utilize the diverter-pole armature design. Series-wound intermediate poles and magnetic bridges between the main shunt-wound poles compensate for load charges and maintain—without external voltage regulators—constant voltages from zero to 100 percent load.

Electrical loads beyond the safe capacity of the generator are shifted automatically to the battery. Then, when the load drops back within the normal range, the diverter-pole charger automatically reassumes the load and recharges the battery.

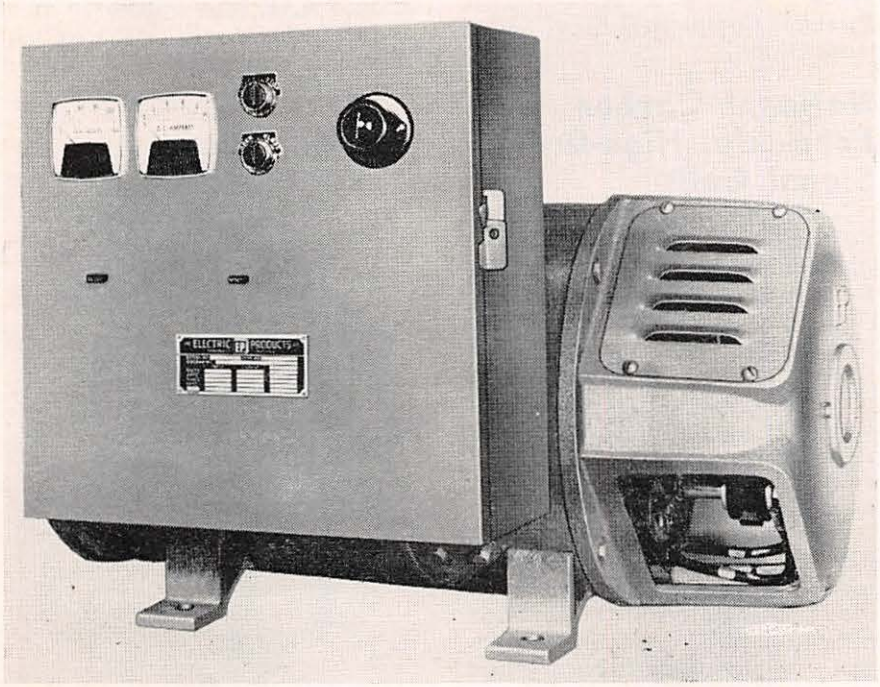
The EP diverter-pole battery chargers—unlike standard shunt-wound models—not only carry the electrical load over the full zero to 100 percent range; they also automatically return to the proper voltage value (between 2.10 and 2.20 volts per cell) after a battery discharge. They do so without the necessity of a field rheostat adjustment. For a brief time after a discharge, they operate at a voltage slightly above—instead of below—the increasing-load value, assuring an adequately charged battery, Exide said.

When an equalizing charge is to be given, the EP chargers are readily adjustable, by means of a field rheostat, to a higher voltage (2.33 volts per cell).

Wide Range of Models

Seven sizes of chargers are available in the new EP integral-component line, with ratings ranging from one through ten KW and with rotating speeds of either 1,800 or 1,200 rpm. Single-phase models are for operation on 220-volt power supply, and the two or three phase models for 220, 440, or 500 volt supplies.

Further information on the chargers can be obtained by writing Exide Industrial Division, The Electric Storage Battery Company, Rising Sun and Adams Avenues, Philadelphia 20, Pa. Ask for Form 6261.



New Electric Products (EP) constant-voltage battery chargers marketed by Exide have diverter-pole generator, motor and control panel integrated into one unit.

US&S Releases Four-Color Publication on C.T.C.

A NEW FOUR-COLOR, liberally illustrated publication, which provides a comprehensive picture of Centralized Traffic Control, is available from Union Switch & Signal. The forty pages of this letter size book describes and illustrates why CTC is needed, what it is, its advantages, modern concepts, how it is used on single and multiple track with either light or heavy traffic, how it works, who is using it now, and how it can help plan for future operation. To request a copy write to Union Switch & Signal—Division of Westinghouse Air Brake Co., Pittsburgh 18, Pennsylvania. Ask for Bulletin #176.

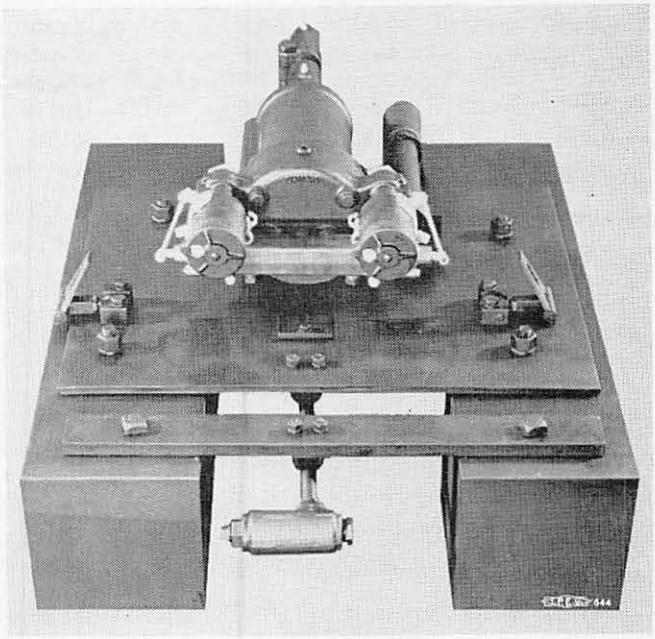
US&S New Style DA-10 Direct-Acting Machine

IN ORDER TO OBTAIN faster action than occurs with the previous direct-acting switch machine, Union Switch & Signal—Division of Westinghouse Air Brake Co., has developed a new, Style DA-10 Direct-Acting Switch Machine. This new, faster acting machine makes it possible to shorten the detector track circuit length in advance of the switch points

which is highly desirable in automatic classification yards, US&S announced.

The new switch machine is designed to reduce the total switch movement time from over 0.6 sec. to about 0.4 sec. This in turn allows the detector track circuit length ahead of the points to be shortened from 22 ft. to 14 ft.

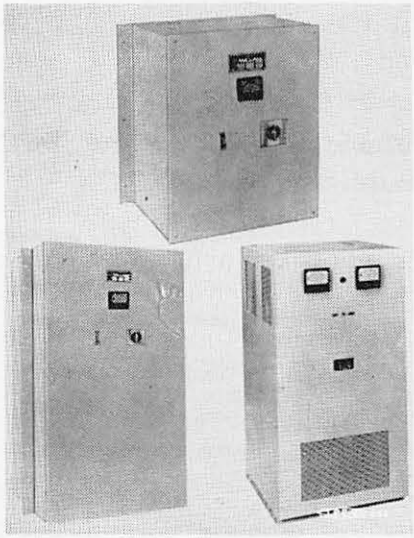
The new Style DA-10 is intended to supplant previous direct-acting switch machines. The new machine will be offered not only for new installations but also as a maintenance replacement when new complete machines are needed. It mounts on the same holes as previous direct-acting switch machines and can be used with the same operating rod.



US&S new Style DA-10 switch machine with cover removed.

Exide Introduces New Line of Silicon-Rectifier Battery Chargers

THE EXIDE INDUSTRIAL DIVISION of The Electric Storage Battery Company recently introduced a complete line of new silicon-rectifier battery chargers. Using an electrical rectifying system for converting alternating current directly to direct current required for battery charging, the new units are controlled by a magnetic amplifier with a sensing control circuit which automatically maintains the proper charging voltage at the battery terminals.



Exide's Silicon-Rectifier Battery Chargers

Exide says the chargers are for use with stationary batteries in electric utility service, in emergency power, emergency lighting, and in other float-charge battery applications in which accurate charge control is essential.

The new chargers are designed for floor, wall, or rack mounting—depending on the size—and come in 27 basic models for use with batteries having from 11 to 62 cells. Both single and three-phase units are available, having an output range of from one to 400 amperes. Single-phase units can be operated at 115 or 230 volts; three-phase units at 230 or 460 volts.

All models are equipped with voltmeters, voltage adjusting potentiometers and an a-c. failure alarm relay. All have zero to 24-hour adjustable timers to control the length of periodic equalizing charges. Ammeters are standard on 60-cell sizes and on other models rated at 25 or more amperes.

The new chargers are manufactured for Exide by The Electric Products Company (EP), of Cleveland, Ohio.

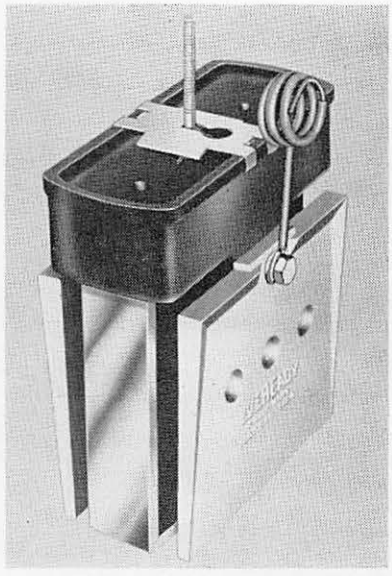
National Carbon Long-Life, High-Drain Signal Cells

The 750 ampere-hour air depolarized cell for railroad signaling equipment—with three times the capacity of 500 ampere-hour copper oxide cells—is finding ever wider acceptance, according to National Carbon Company, Division of Union Carbide Corporation. Rated at 1.3 volts, the Eveready AC-750 signal cell fits standard 500 ampere-hour cell jars for easy, inexpensive conversion.

Increased capacity of the cell—975 watt-hours as compared to 325 for a 500 ampere-hour copper oxide cell—has resulted in fewer cells to install, maintain, and replace, and less water to haul. There are no exhausted elements to process and return, and the cell operates at temperatures as low as 20 degrees below zero.

Because voltage of this air-depolarized cell is twice that of a copper oxide cell, and its life is 50 percent greater than a 500 ampere-hour oxide cell, up to 66 percent fewer cells are required for a given watt-hour capacity. The AC-750 has made possible up to one-third lower cost per watt-hour, according to the manufacturer.

The cell features a simple, rugged construction in which the improved solid carbon electrode is supported by a plated metal band on both sides and the bottom. At 25 degrees F., the maximum intermittent and continuous current drains of the cell are twice those of Class 3 AAR cells, and three times those of Class 2 cells, with excellent voltage characteristics at all currents.



National Carbon's AC-750 Signal Cell

LOCAL LODGE NEWS

By, for and about B. of R. S. members

N.Y.C.—L.W.

INDIANAPOLIS, IND. (15). Our August meeting was well attended; the business was handled in a rapid and satisfactory manner. There were two propositions for membership—something we have not had for some time, and we sincerely hope it continues.

Construction of the new hump yard at Avon is progressing and much of the grading has been done. The signalmen's positions have been bulletined with no camp car facilities or cook furnished. We seem to be losing in a short time what it took us years to gain. Bidding on one of these jobs is the same as taking a voluntary reduction in pay.

So, Brothers, you can see why we need your help at our meetings. In many organizations there are willing workers; there are others who are quite willing to let "them" do the work. Please attend our Oct. 10 meeting.

I have some thoughts about "today" which I would like to share with you.

"Yesterday is dead. It has served its purpose and passed into history. The way we lived yesterday affects our today and today should be bigger and better than yesterday. Yesterday had an important place in our lives, but we should not live in our yesterdays. If we do, the world will rush on ahead and leave us behind. Yesterday was the preparation for today; today is the preparation for tomorrow, and we should make the most of it. Yesterday we had; tomorrow we may have; today we do have. Let us use it well. FRANK D. POLLARD

Signalman Celebrates 50th Wedding Anniversary

News concerning our retired members is always welcome—especially so when it is such good news as we received recently from retired Brother James E. Waddell.

From his interesting letter we learn that on June 23 he and his wife, Effie, celebrated their 50th wedding anniversary at St. Elmo, Ill., where they have resided for many years. An enclosed clipping from the St. Elmo paper described the golden wedding anniversary reception given for them in the Methodist Church, of which they are members. The article stated that "over 100 friends signed the register and were on hand to extend congratulations." Decorations and refreshments displayed gold wedding bells and emphasized the "50 year" theme. Many lovely gifts were presented, attesting to the high esteem in which the couple is held.

Brother Waddell began his railroad career in 1903 with the Frisco. He served a total of 40 years, 33 of which were in the signal department, including 10 years with the Missouri-Pacific and 19 years with the Chicago & Eastern Illinois.

Always active in Brotherhood work, he helped to organize the BofRS on the Mo-Pac, served as chairman of the grievance committee, and holds withdrawal card No. 72. He also helped to organize Local 174 on the C&EI and served as local chairman.

In 1942, while working his territory from Shelbyville to Salem, Brother Waddell was in a track motorcar accident in which he lost his left leg and suffered a severe back injury. This necessitated his retirement from all active duties. He writes that his greatest enjoyment since then has been reading.

He also derives great pleasure from his fine family. He and Mrs. Waddell were blessed with eight children—five boys and three girls—all of whom are living and attended the golden wedding anniversary. They also have 19 grandchildren and two great grandchildren.

Brother Waddell tells us that he still misses the fellowship with his brother signalmen and would like very much to hear from any who will write to him. His address is 225 North Elm Street, St. Elmo, Ill.

The *Journal* joins in congratulations and best wishes to Brother and Mrs. Waddell. —ED

Brother and Mrs. James E. Waddell recently celebrated their golden wedding anniversary.

New Haven

MT. VERNON, N.Y. (34). A special meeting was held in July at the Mt. Vernon YMCA to handle the matter of an increase in per capita tax. There was a small attendance, due to so many being on vacation, and the vote was eight to seven against the increase.

Since that meeting a letter from Grand Lodge and the general chairman has been mailed to all members, together with a ballot for a vote on the increase, which will be filled out and mailed to Financial Secretary J. McHale.

The interlocking at SS 27 Porchester has been removed; also interlocking and drawbridge at SS 7, Bronx River, New York, has been taken out, with straight rails over the bridge in place of miters; also, derails removed and replaced with automatic signals. Crossovers at West Farms and also crossover and bolt lock at SS 3, 132nd Street have been removed. The switch at Westchester yard and at Van Nest have been relocated.

A number of members now are on vacation. John Gohman, maintainer at New Rochelle, has spent two weeks on Long Island Sound with his canoe, trying to catch sword fish with a spear and beer barrel. Larry Michelson is playing the other part of Long Island Sound off Darien with his barge, getting some sunshine and fishing for big blues.

Our signal department employes are going in (or out) for deep sea fishing now and the question is: Who got the biggest one? To date, Walter Emmerson Sr., retired Navy War veteran, known to everyone as "the admiral," is leading with an 87-pounder, caught off Montauk. He hopes to do even better next month.

John F. McNamara, who retired about a year ago, passed away recently at the age of 74. Interment was in Bronx, New York. John was a member of Local 34 for many years and held the office of financial secretary. He leaves his widow and two sons, both of whom are employed by the New Haven. We extend our deepest sympathy to his family.

John Gohman received a card recently from retired member, John Ward, known as "three-finger Brown." He and a partner have opened a place of business in Florida. Anyone interested in Ward's ad-

dress should contact John Gohman, New Rochelle, N.Y.

Retired maintainer V. Mellinger paid us a visit recently. He is campaigning for men with more than 20 years' railroad service to join the Veterans Association of the New Haven Railroad. If interested, you can contact him at Droppy's Delicatessen, Main & Houston Streets, New Rochelle, N.Y.

Tom Fowler is spending his vacation in Texas with the cowboys and having fun wearing a ten-gallon hat.

After our last meeting refreshments were served at the Dublin House. Our local talent performed. Tom Fewer and Frank Grimmer sang a duet that "brought down the house." Mel Stuart sang the Beer Barrel Polka so well the manager asked him to come back for an encore. Larry Michelson played his banjo to accompany Tommy Carrol's singing of "Oh, You Monday."

We hope to see more members at our next meeting. Come on out! And remember, paying your dues a year in advance will make Financial Secretary J. McHale very happy—he won't have to remind you so often. WILLIAM LONDREGAN

Wabash

DECATUR, ILL. (55). Only two members, in addition to the general chairman and secretary-treasurer, attended the August meeting in Montpelier, Ohio; consequently, no business could be transacted.

It has been suggested that it might be better to change the meeting place to Fort Wayne, Indiana next year—perhaps the attendance would improve. We know, of course, it is difficult to attend meetings this hot, humid weather, but life and work must go on regardless of the temperature and these meetings belong to all the members—not just a few.

With the gangs: Waldo Throne is at Wabash, Ind., Joe Sharp is at Valley City, and E. R. Albert is at High Hill, Mo.

With the test foremen: F. G. Bartley is on vacation; H. E. Martin is at New Haven, Ind.; J. E. Bartley is at Montpelier, Ohio, and R. E. Pettus is at Monroe City, Mo.

With the three-man gangs: Dale Law is at Decatur, Ill.; Charles Aiken is at Mansfield, Ill.; Paul Lennon is on the Peru territory, and Leo Bostick is on the Montpelier territory.

Personnel Changes: W. F. Newman has bid in the maintainer job at New Haven, Ind., and Paul Lennon has bid in on the three-man gang vacated by J. D. Travis.

"Tommy" Thompson, New Haven maintainer, has retired recently and moved to Florida. We wish him and his family the best of luck and a long and happy retirement. Brother Thompson is one of the oldtimers in the organization and we're going to miss him as we work around New Haven.

With the sick: Brother Paul Stevens has been in the Wabash hospital at Decatur. We hope he has a speedy recovery and return to work.

We understand that three of our retired members are on the "ailing list"—Carl Wilson, Orlando Vroman and Jim Handley. We sincerely hope these Brothers are back to par in the near future and able to enjoy the retirement they have surely earned.

It is said that the things we have and use in this life are merely "loaned" to us—we don't take them with us. But is mankind using these things to the best advantage—for peace, progress, and the brotherhood of man? J.F.P.

Notice

Mountain City Local No. 1 of Altoona, Pa., will hold its annual retirement banquet and ladies' night at 6 p.m. on Friday, September 25, at the Huntington Elks.

All members and their wives are urged to attend. Tickets are $2.50 each and may be secured from C. F. Sweitzer, 1517½ Sixth Avenue, Altoona, Pa. Members and their wives from other Locals are cordially invited.

President Jesse Clark has been invited to attend or send a substitute in his place. Congressman James E. Van Zandt of the 20th Pennsylvania District will speak on retirement.

C. F. SWEITZER

C. of N.J.

NORTH PLAINFIELD, N. J. (54). Eastern railroads, as well as all allied industries, have been hurt by the national steel strike. Our carrier was no exception and, as a result, there have been cutbacks in our signal department personnel.

Depend on WRRS For Your Needs

WRRS Unifone Portable Telephone

No. 4565 with hand-set

The No. 4565 Unifone is a high efficiency portable telephone of the local battery type, especially designed for establishing temporary communication over signal, telephone, telegraph, C.T.C., or any other circuits without interfering with the normal operation thereof,

No. 4565H with head-set

and may be used for local or long distance conversations. It has an exceptionally low bridging loss, complying fully with A.A.R., Communication Section, requirement specification for portable telephone sets.

For complete information see Catalog Section "K", Part No. 2, Plate K494.

WRRS

WESTERN RAILROAD SUPPLY COMPANY

Division of Western Industries, Inc.

2742 West 36th Place, Chicago 32, Illinois

Canada: Melville Machinery Co., Ltd., 515 Bisson Street, Montreal 3, Quebec 9074

This photo shows members and guests attending a recent special meeting of Local 3. They are, from left to right, standing: Brothers Walter McArtor; Vice President E. J. Burman; Sidney Banner; Thomas Stanepher; Allen McArtor; Richard Viernum; Ernest Anderson; Local Chairman Edward Needy; Edward Franson; Robert Bolda; Walter Carlson; Leo Mooney, and Raymond Ehlers. Seated is W. J. Doble, General Chairman.

Ten jobs were abolished on the Central Division and five on the Pennsylvania Division. It is hoped the lay-offs are temporary.

The Seashore Branch, already hard hit with furloughs and operating with a scant force, was not affected this time.

With General Chairman H. H. Fox Sr. busy with other duties, Ed J. Grady, first trick maintainer on the Perth Amboy Branch at RH-PD Towers, has been chosen to represent Local 54 at the fall meetings to be held in New York City. Topics under discussion will be led by Grand Lodge officers. Brother Grady will report to the membership on any meetings he attends.

Brother Johnny Heaney, local chairman on the Pennsylvania Division, was disappointed by the small turnout at the regular meeting held in East Jim Thorpe, Pa. on July 18. He did his best. H. H. Fox Sr., C. O. Monroe, T. McTague, and your scribe made the worthwhile trip.

We lost a longtime member on the Central Division July 28, when maintainer Walter McGinnis, Phillip Street Tower, died suddenly on the job. He entered service April 1920 and continued working until his untimely demise. Our sincere sympathy to his widow and other survivors.

See you at the next meeting. Check time and place and your best mode of travel.

LOUIS E. DUMONT

P.R.R.—P.R.S.L.

CAMDEN, N. J. (58). Local 58 held its August 12 meeting at 300 N. 27th Street, Camden. Brother Hargrave reported on claims, letters from Grand Lodge and from the local P.R.R. office.

Attendance was small, due to many being on vacation. But summer vacations are over now, and it's time to get back on schedule and attend meetings regularly. Your Local pays hall rent for your meetings, so you can talk over your claims and other matters on your mind.

Now and then you may hear someone say: "What do we need a union for? All they do is raise dues and vote into office whoever they want." When you hear this, stop and think how many times you've failed to attend a meeting when you should have been there to vote for what you wanted. When you have a claim, what do you do—just call on the telephone and let someone else do it for you? Fellas, this is the time to attend all meetings! Bills are being put over in the Senate and House it seems, that may be designed to kill many of the agreements which your union has fought for and won for you.

Would you have paid vacations, cost-of-living raises, health and welfare benefits, and other advantages if your union hadn't secured them for you? Think on these things the next time you're tempted to stay home and cut union meetings. Come on out to the meetings and see what you can do to help protect your rights.

I hope that any who were laid off due to the steel strike will be back at work by the time this is in print.

Remember to pay your dues, and to fill that special chair reserved for you at the October 14 meeting. Starts at 8 p.m. sharp!

J. L. NACK

A. C. L.

DELAND, FLA. (84). Our August 8 meeting was held in Manchester, Ga., with Chief R. T. Williams, Jr. presiding. Only 12 members and one officer were present, as many were on vacation.

There were no propositions for membership and no outstanding bills. Grievance report was read and discussion followed. Delinquent report was favorable.

Brother Cannon read a letter from President Clark asking members to write or wire their Congressmen urging support of Bills S-1331 and HR-6584 and opposing the Kennedy-Erwin Bill, HR-8342.

After thorough discussion, motion was made and carried unanimously that the per capita tax to Grand Lodge be increased, effective Jan. 1, 1960, as outlined

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Carriers Stall on Four-Point Program

President Jesse Clark and the chiefs of 17 other railroad unions—including both "operating" and "non-operating" organizations—have under consideration what further steps will be taken to progress the national four-point rules program now under way by the unions.

The program proposed by the organizations relates to the operation of rules establishing time limits for the handling of claims and grievances. Also embraced in the movement are proposed rules relating to employe rights in hiring practices, in health, safety and sanitation, and in accident cases, with praticular respect to "third party" accidents (of which highway accidents are an example).

Chairman G. E. Leighty of the organizations' national negotiating committee said, following conference held August 19 in Chicago with management representatives, that the Carriers' Conference Committees contended that "some of the proposals are not negotiable under the Railway Labor Act and that some of the other proposals are barred by the Nov. 1, 1956 national agreement."

in President Clark's letter of June 10.

Brothers J. R. Bonner and Ray Haddock were reported still on the sick list. Brother R. D. Williams has recovered after a brief illness.

A letter from Brother R. D. Williams, dated Aug. 4, 1959, offering his resignation as secretary-treasurer of Local 84 was read. A motion was made and carried that his resignation be accepted, with regret. Brother R. T. Williams Jr. was nominated to fill the unexpired term as secretary-treasurer.

At the request of members present, Brother R. T. Williams Jr. resigned as chief signalman in order to accept election as secretary-treasurer. This action will become effective as soon as R. D. Williams' books can be audited and transfer made according to provisions of the Constitution. Brother R. D. Cannon, acting as temporary chief signalman, declared R. T. Williams Jr. elected. Congratulations were extended to Brother R. D. Williams, in his absence, on his handling of the office during his tenure. The financial report, accompanying Brother Williams' resignation, was read and found to be favorable.

R. D. WILLIAMS

Illinois Central

MARTIN, TENN. (202). One of our outstanding oldtimers, Brother Berry W. Denton, entered the ranks of the retired on June 17, 1959.

Brother Denton began his signal career in 1918 and worked his way up through the ranks to the position of gang foreman. He was foreman of gang 322, Mississippi Division, for many years.

Brother Denton was highly honored in 1958 by Illinois Central President Wayne Johnson for his perfect safety record, at which time the Mississippi Division won the safety trophy.

Brother Denton, always conscientious and loyal, has made a fine contribution to railroad signaling and to the Brotherhood. He was first a member of Local 162, transferring to Fulton Lodge, No. 202, whose officers and members join his many friends and co-workers in wishing him many happy years of retirement.

We extend to Brother Denton a most hearty welcome to attend all Brotherhood meetings so that we may continue to benefit by his enthusiasm and mature judgment. He resides at Bardwell, Ky.

Our next meeting will be held October 17 at Derby Cafe, Fulton, Ky. Let's start off the fall season with a big turn-out.

B. J. WOODRUFF

Obituary

Fred Siliene, retired member of Local 8, Union Pacific Railroad, passed away July 29, 1959 in a Council Bluffs, Iowa hospital. He was 66.

Brother Siliene spent many years in signal service and was a longtime member of the Brotherhood. Because of physical disability he was forced to retire from active service on April 13, 1949. He resided at 1906 Third Avenue, Council Bluffs, Iowa.

His widow and one daughter survive him. To them Local 8 officers and members extend sincere sympathy.

G. L. LILJERGREN

Charles E. Jobe, retired member of Local 58, Pennsylvania-Reading Seashore Lines, passed away July 29, 1959.

Brother Jobe was born Oct. 6, 1885 and entered railroad service in 1917 as assistant telephone inspector on the West Jersey Seashore Lines. In October 1921 he was promoted to maintainer T & T; in January 1931 was made signalman T & S, and on April 16, 1945 was advanced to the position of Inspector T & T.

Brother Jobe retired Jan. 1, 1950, after many years of faithful service to his employer and of loyalty to the Brotherhood.

He is survived by one brother, James N. Jobe, to whom Local 58 extends sincere sympathy.

J. L. NACK

Joe E. Whitcomb, retired member of Local 92, Southern Pacific Railroad, passed away suddenly on June 21, 1959. He was 71.

Brother Whitcomb, a longtime member of the Brotherhood, spent many years as a signalman on the S.P. before his retirement six years ago. He resided with his wife at 2320 Church Street, Oakland, Calif.

Members of Local 92 extend condolences to his widow and other survivors.

—ED

Harry W. Haynes, Local 25, Pennsylvania Railroad, died July 31, 1959 in St. Elizabeth's hospital, Elizabeth, N.J., following a major operation.

Brother Haynes began his signal career with the P.R.R. on April 17, 1922. After three years he was promoted to the position of signal maintainer and maintained many towers on the New York Region. He held the maintainer's position at Elmora Tower in Elizabeth, N.J. at the time of his passing.

Brother Haynes gave 37 years of loyal service to the Pennsylvania and was a faithful member of the Brotherhood. Always active in Local 25, he was elected to the position of recording secretary in 1955 and re-elected in 1957.

He is survived by his widow, a daughter and two grandchildren to whom officers and members of Local 25 extend sincere sympathy.

LOVE

John F. Purr, Local 25, Pennsylvania Railroad, passed away in a New York hospital on July 24, after a long illness. He was 26.

Born in New York City August 8, 1933 and educated in Brooklyn, Brother Purr joined the U.S. Navy in 1951 and served his country for four years. Upon his discharge in 1955 he began work with the Pennsylvania as a signal helper. In May 1956 he was promoted to assistant signalman and two months later was advanced to the position of signalman, maintaining in the Pennsylvania Station, New York. At the time of his passing he held the position of T & T maintainer in Jersey City, N.J.

Brother Purr was a member of the Knights of Columbus and the Pennsylvania-Long Island Railroad Holy Name Society.

Survivors include his parents, one brother, and two sisters who are also employes of the P.R.R. Officers and members of Local 25 extend deepest sympathy in the untimely death of this son and brother.

LOVE

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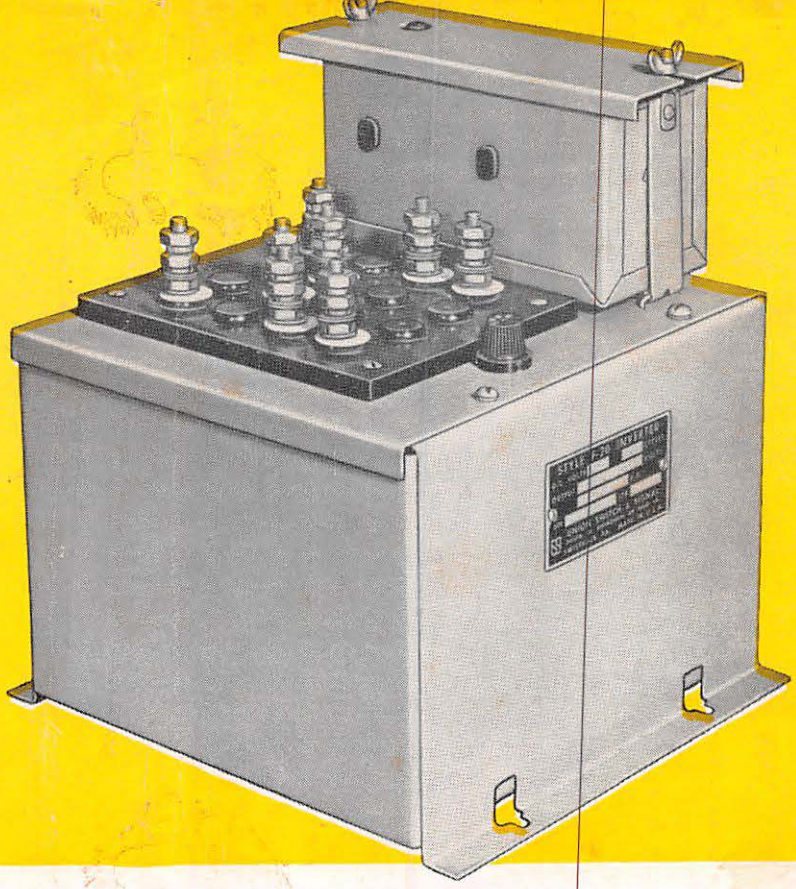

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